Rob Ford: 1969-2016

Fight ends for divisive figure

Vancouver metro

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ROSEMARY WESTWOOD
Making sense of the day
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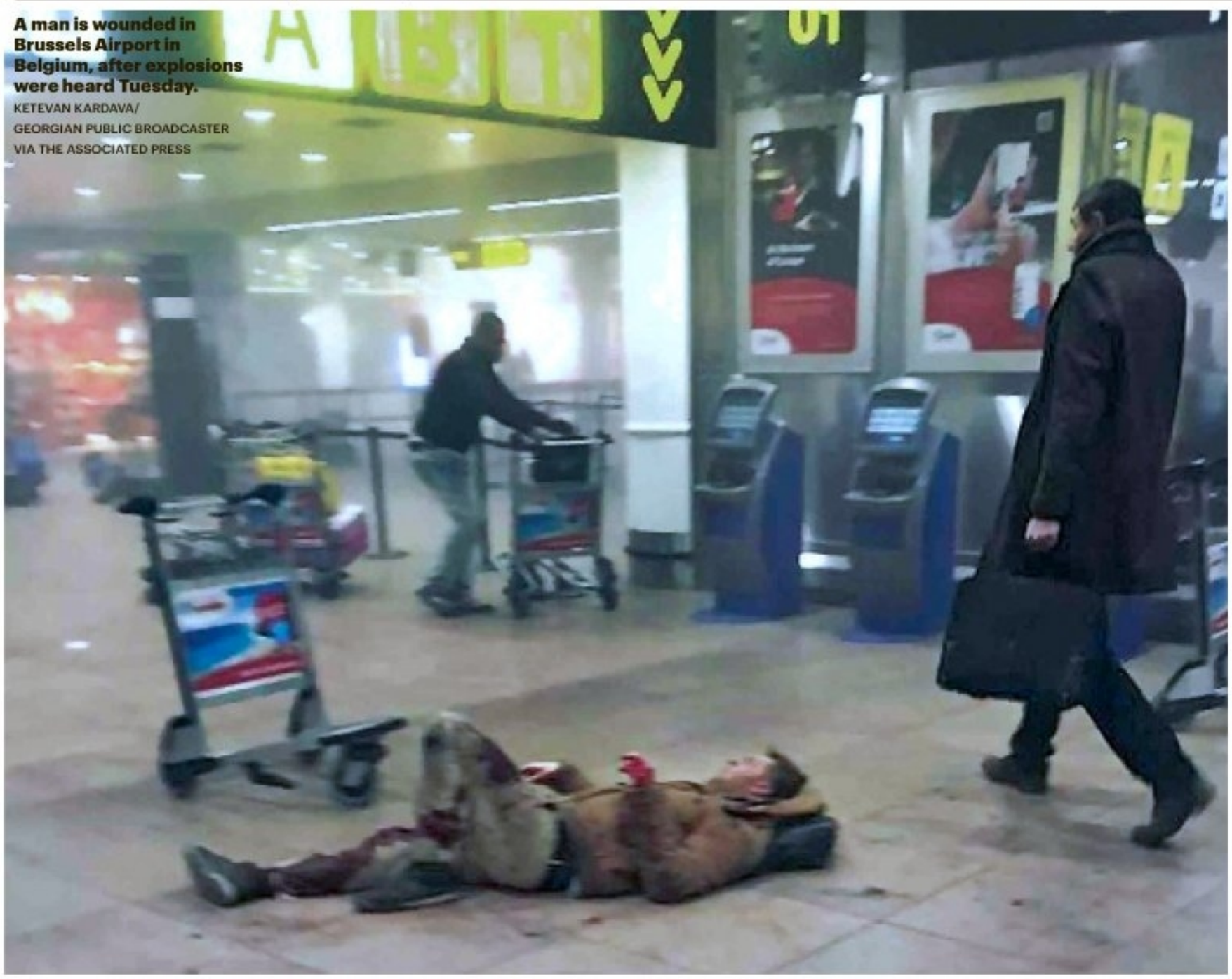

A man is wounded in Brussels Airport in Belgium, after explosions were heard Tuesday.
KETEVAN KARDAVA/ GEORGIAN PUBLIC BROADCASTER VIA THE ASSOCIATED PRESS

What now?

• Lockdown • Manhunt • Mourning

ATTACK ON BRUSSELS metroNEWS

THE 2016 FEDERAL BUDGET

Mayor applauds investment in transit plan

Emily Jackson
Metro | Vancouver

Metro Vancouver mayors believe the transit investments in the federal budget released Tuesday prove the Liberals are on board with their ambitious transit agenda, even though the $370 million earmarked for the region is a mere fraction of the mayors' $7.5-billion transit master-plan.

Mayors welcomed the initial investment — it covers five per cent of the entire plan — as a "great down payment" on projects including the Broadway subway and two light rail transit lines in Surrey, but were especially pleased about the federal commitment to fund up to half of major capital projects instead of splitting the bill equally between the three levels of government.

"It's a very useful down payment on accelerating the Broadway and Surrey projects and also improving transit service beginning this year," Vancouver Mayor Gregor Robertson said.

The funding, which is part of a three year, $3.4-billion nationwide public transit investment to be allocated based on ridership, will be used to immediately improve bus and SkyTrain service and to begin detailed design and engineering work on the subway and LRT projects.

"If we are to get into construction in 2018, which is my hope, we need to get those detailed designs to get out to procurement," Surrey Mayor Linda Hepner said. The mayors are meeting with Infrastructure Minister Amarjeet Sohi this Thursday, which Hepner takes as a good sign things will move quickly.

But the funding for the bulk of the plan remains at a standstill until municipalities figure out how they'll pay for their share, which has dropped to 17 per cent. Voters rejected a 0.5 per cent sales tax in a referendum last year, and the province has mandated a referendum to pass new funding sources like a carbon tax or road pricing. (Mayors are reluctant to use existing funds such as property taxes.)

Robertson suggested the province cover 40 per cent of the cost and Hepner said that if B.C. sticks to one third, perhaps it could consider paying life cycle costs.

Minister Responsible for TransLink Peter Fassbender indicated the province will not budge from its 33 per cent share. WITH FILES FROM MATT KIELTYKA

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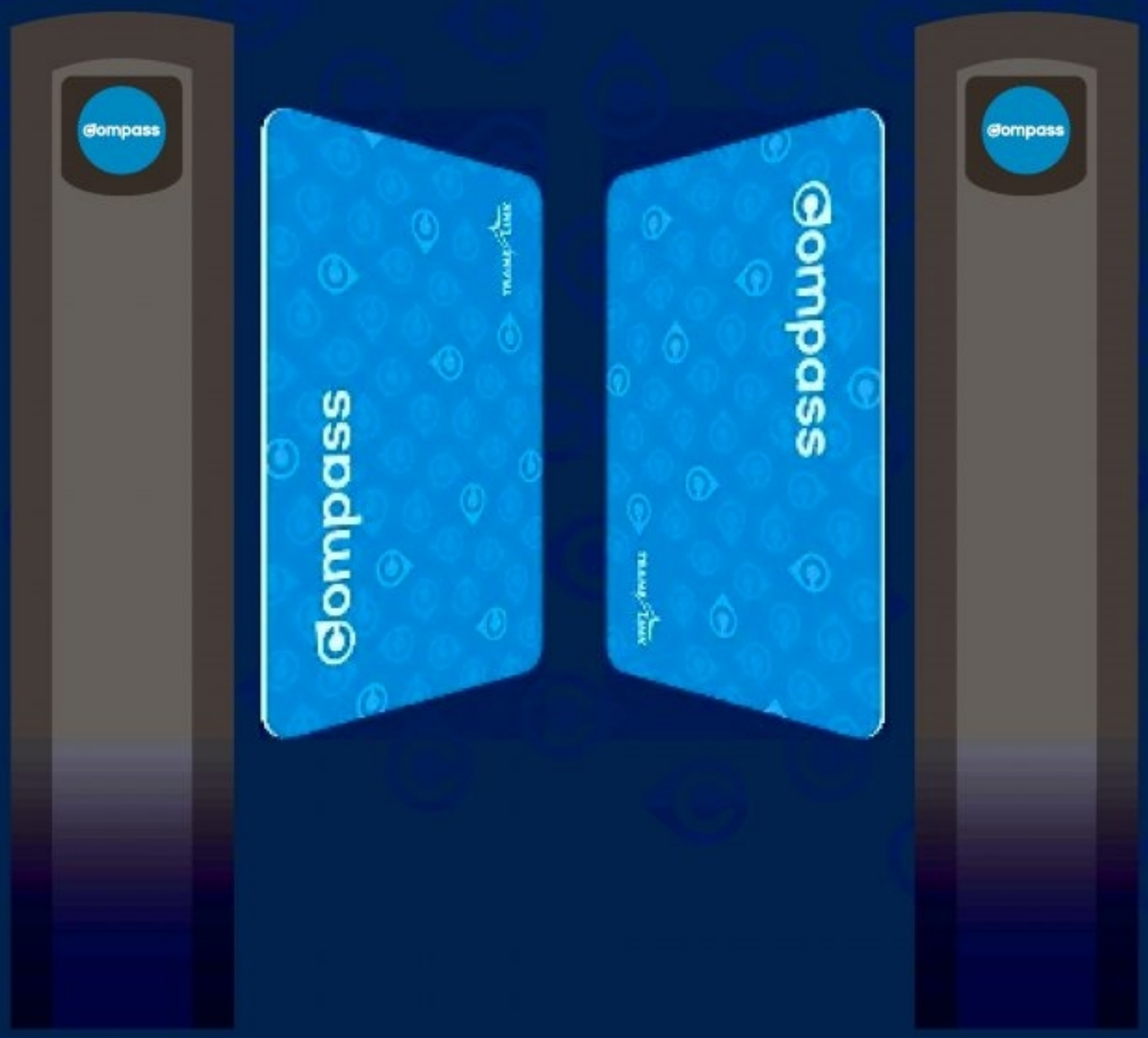

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TERRORIST ATTACK ON BRUSSELS

Kamloops student's close call

B.C. CONNECTION

20-year-old 'shaken up' after airport bombings

Thandi Fletcher
Metro | Vancouver

A B.C. student who was in Brussels airport when two blasts tore through the departure area in a terrorist attack Tuesday morning says he is safe but still "very shaken up."

Jacob Adams, who is from Kamloops and is spending a semester abroad in Belgium, said he was taking a nap at the departure gate before boarding a flight to Lisbon for spring break when the first blast hit the floor above him.

"I woke up immediately and heard screaming and chaos," the 20-year-old told Metro. "Then the second one went off.... That's when I saw smoke coming up and people running."

Frightened for his safety, Adams said he hid under a chair with a group of people before a flight attendant led them out of the airport to the tarmac.

He then phoned his parents in Kamloops, who were still asleep in the early morning hours, to tell them what had happened.

"I was just really scared and shaky and quite teary-eyed."

After taking refuge at a nearby airport hotel for a few hours, where he watched episodes of Family Guy to help stay calm, Adams eventually made his way on foot to a train station and was able to return to Antwerp, where he is studying.

Adams said he was relieved to be able to evacuate from Brussels, where he described the air as being heavy with "fear and panic."

"I didn't feel safe at all," he said. "I just wanted to get out. I was terrified."

It wasn't until he settled back in his room at the university that Adams said he was able to process what had just transpired.

He said he feels fortunate to have escaped without injury, especially considering the explosions happened only about a hundred metres away from where he was sitting.

Jacob Adams, was one floor below the departures area of the airport when two bombs went off. FACEBOOK

Before the blasts hit, he said, he had originally planned on walking to that area to get breakfast but later decided to first go through security and find his departure gate.

"I was about 20 minutes from being in the middle of a bomb," he said. "That feeling is not a fun feeling to have."

Adams said he spent most of Tuesday on the phone with his mom who, despite being anxious herself, has helped keep him calm.

"I feel like I've had five cups of coffee," he said, his voice still trembling from the adrenaline. "Every time I close my eyes I can just picture waking up from that boom, and it just freaks me out."

Although the experience was shocking, Adams said he has re-booked his flight and still hopes to reach Lisbon before spring break is over.

"It might sound awful, but I'm not going to stop travelling and living my life because of one radical guy," he said. "I'm sure that's what they want. They want people to live in fear and be scared."

The blown-out windows of the terminal can be seen in the background as travellers leave Zaventem airport, one of the sites of two deadly attacks in Brussels, Belgium, on Tuesday. PETER DEJONG/THE ASSOCIATED PRESS

> Every time I close my eyes I can just picture waking up from that boom. Jacob Adams

COMING HOME

Vancouver high schoolers all safe, accounted for

A group of Grade 9 and 10 students from Vancouver who were travelling in Belgium on a field trip are safe after the series of bombings that damaged the airport and a subway station in Brussels.

The school board confirmed Tuesday that 23 students and three chaperones from Sir Charles Tupper Secondary were in Ghent, about 35 kilometres outside Brussels, when the blasts hit.

All the students and chaperones are safe and accounted for. The group is travelling to Paris via coach and will be flying home as soon as possible, the school board said in a news release.

METRO, WITH FILES FROM THE CANADIAN PRESS

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Officials step up security

TERROR IN BRUSSELS

Police increase their presence throughout the Vancouver area

Thandi Fletcher
Metro | Vancouver

Authorities in Metro Vancouver have stepped up security measures in the region following Tuesday's deadly bombings in Brussels that have killed at least 34 people.

While the threat level in Canada remains at medium and there is no specific threat to the Lower Mainland, Vancouver police spokesman Sgt. Randy Fincham confirmed Tuesday that additional officers will be deployed throughout the city in light of the attacks.

Two explosions ripped through Brussels airport and another in a subway station Tuesday during the morning rush hour, killing at least 31 people and wounding nearly 190.

An RCMP officer stows his weapon after patrolling Vancouver International Airport in Richmond on Tuesday. Officials said security at the airport has been heightened. DARRYL DYCK/THE CANADIAN PRESS

Fincham encouraged the public to report any unusual or suspicious activity to police.

"We all have a role to play in keeping British Columbians safe," he said in a news release. "Vigilance is the key to everyone's safety."

In a statement, Metro Vancouver Transit Police also confirmed they are taking "extra security precautions" in light of the attacks.

"Transit users may notice an increased presence of officers in high-visibility uniforms," the statement reads. "Although there is no specific threat to the TransLink system or infrastructure at this time, our officers remain vigilant and encourage the public to report any suspicious activity to police."

> **Vigilance is the key to everyone's safety.**
> Sgt. Randy Fincham

At Vancouver International Airport, officials are also increasing the police presence, said vice-president of operations Steve Hankinson.

There have been no flight delays or cancellations as a result of the attacks, and the airport doesn't offer any direct flights to Belgium, he said.

"Our hearts go out to everyone in Brussels today who has been affected by the awful tragedies that occurred there this morning," he said. "At times like this, we ask everyone to join with us in being vigilant."

He urged anyone travelling to Europe to check with the airline before leaving to determine if their travel plans might be affected by the bombings.

Anyone with information on terrorist activity in Canada is asked to call the RCMP National Security Information Network at 1-800-420-5805.

WITH FILES FROM THE CANADIAN PRESS

CRIME

Woman accused of hitting more than 30 vehicles

A 30-year-old Surrey woman faces three charges connected to a multi-vehicle crash on the Pattullo Bridge linking New Westminster and Surrey.

New Westminster police say Jillian Bodner faces three counts, including dangerous driving, impaired driving and driving while over .08.

The charges are linked to a bizarre incident on Aug. 6, 2015, when a burgundy sedan raced northbound across the bridge, colliding with more than 30 oncoming vehicles.

Witnesses described the car driving straight up the centre-line of the bridge, flattening divider pylons as vehicles travelling in both directions swerved to get out of the way.

The lone driver of the vehicle was eventually stopped when the car rammed a concrete barrier.

No one was seriously hurt.

THE CANADIAN PRESS

New deputy minister 'sends wrong signal'

B.C. LIBERALS

Former Fraser Institute director given climate file

Matt Kieltyka
Metro | Vancouver

Critics are questioning the appointment of a former Fraser Institute director as British Columbia's deputy minister of Climate Leadership.

Premier Christy Clark announced Monday that Fazil Mihlar — a former director at the right-wing think tank, Vancouver Sun associate editor and most recently assistant deputy minister at the Ministry of Natural Gas Development — will help steer the province's engagement with stakeholders as it creates a new climate action plan.

NDP environment critic George Heyman questioned the choice of someone whose background includes an institute "very active in questioning the science of climate change" and whose last job was to push for the development of liquefied natural gas in B.C.

"It's a clear indication of Christy Clark's priorities. It's exactly the wrong signal to send (on climate change)," said Heyman on Tuesday. "The real message here is to the business community, and the message is business as usual."

Green Party MLA Andrew Weaver agreed Mihlar's appointment is a boost for industry, not the environment.

"He's is a very bright fellow. They're bringing in the best of the best on the file, but I'm not sure this sends the right message," said Weaver. "This is going to be about keeping on with LNG and rationalizing it's a climate solution when it's not."

Mihlar was not made available for comment.

WITH FILES FROM THE CANADIAN PRESS

Fazil Mihlar has been appointed as B.C.'s deputy minister of Climate Leadership. ERIC DREGER/THE CANADIAN PRESS

B.C. SUPREME COURT

WestJet denies assault allegations

WestJet is denying allegations it failed to take proper action after a former flight attendant complained to management she had been sexually assaulted by a pilot in 2010 while on a stopover in Hawaii.

In a statement of defence filed today in British Columbia Supreme Court, the company says it immediately launched an internal investigation into Mandalena Lewis's complaint, but was unable to conclude the unnamed pilot committed assault. The airline says the pilot's behaviour related to excessive drinking, partying and fraternizing with flight attendants failed to meet professional standards.

The pilot was suspended, given a last-chance warning and deprived of the privilege of international flights, but privacy laws prevented the company from sharing those disciplinary measures with Lewis, they said.

Lewis is also suing WestJet over breach of contract and wrongful dismissal, saying she was terminated because of her repeated requests to view her employee file in order to learn what the company had done about her complaint.

WestJet says its decision to fire Lewis was the result of her poor attendance, inappropriate use of social media and aggressive communication style.

None of the allegations made in the statement of claim or defence have been proven in court. THE CANADIAN PRESS

ANIMALS

Horses healthy in Victoria, says city councillor

A Victoria city councillor says all horses that will be used to pull carriages in the downtown area this season have passed their veterinary health checks.

The word from Charlayne Thornton-Joe comes just days after the Victoria Horse Alliance announced an online petition calling on the city to ban horse-drawn carriages.

THE CANADIAN PRESS

THE 2016 FEDERAL BUDGET

Search and rescue funded

SERVICES

Federal budget revives ailing emergency response teams

Matt Kieltyka
Metro | Vancouver

The men and women trained to save lives after a disaster are breathing a sigh of relief after their team was rescued at the eleventh hour Tuesday.

The new Liberal federal budget has committed $15.5 million over five years to restore federal funding to Canada's heavy urban search and rescue (HUSAR) task forces in Vancouver, Toronto, Calgary and Manitoba.

Vancouver Fire & Rescue Services Assistant Chief Joe Foster — in command of Vancouver's HUSAR team, known as Canada Task Force One — said all four teams had their federal funding cut under the Conservative government in 2012 and faced an uncertain future.

"We knew that the new Prime Minister had made a commitment to restore the funding and he's come through with that promise," Foster told Metro. "We've been basically running off fumes, so this is good news."

Although the Vancouver team still receives municipal and provincial funding, Foster said many sacrifices had to be made since 2013 to keep the team operational.

The funding situation for the specialized teams was so dire that they all met in Vancouver last week to plan for the possibility no federal relief would be on the way.

"All four teams were here to discuss the future and we were coming close to having to collapse some of the teams or reduce their size," said Foster, after the budget was released. "We're certainly better off now than we were two hours ago."

In addition to responding to emergencies at home and being trained to assist in large-scale catastrophic events, Vancouver's HUSAR team has also been deployed internationally.

It has also helped in Calgary during extreme flooding in 2013 and was sent to Johnsons Landing, B.C. after a massive landslide in 2012.

Vancouver firefighter Jeff Snider, a member of Vancouver's Heavy Urban Search and Rescue team CANTF-1, prepares to rappel with his search and rescue dog Jessie during a training exercise at the City Hall east annex building in May 2015. DARRYL DYCK/THE CANADIAN PRESS

> **We've been basically running off fumes, so this is good news.**
> Joe Foster

B.C. IN BUDGET

- $23.6 million over five years to re-open Kitsilano Coast Guard station.
- $212 million to upgrade Lions Gate Wastewater Treatment Plant to make it resilient to climate events.
- $73.3 million from federal Gas Tax Fund for 57 capital and capacity-building projects in B.C. communities.
- $32 million over two years for health research at the Centre for Drug Research and Development at the University of British Columbia.
- $85.9 million to twin Trans-Canada Highway through Yoho National Park.
- $17.7 million to build new biking and walking trail in Pacific Rim National Park Reserve.
- $60.4 million over five years to relocate RCMP forensic laboratory to Surrey.
- Extending Employment Insurance benefits in Northern British Columbia.

HAIR LOSS?

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THE 2016 FEDERAL BUDGET

Housing cash 'urgently needed'

POLITICS

Feds to double funding and create national strategy

Emily Jackson
Metro | Vancouver

The federal government is getting back into the housing game with a budget that invests in housing and homelessness, a move that B.C. politicians believe could help ease affordability problems faced by low-income Metro Vancouverites.

"The commitments by the federal government to increase funding for affordable housing and homelessness programs are urgently needed given the number of residents throughout Metro who struggle to access housing," Vancouver Mayor Gregor Robertson said Tuesday.

The federal government announced it will double the funding to its affordable housing initiative (provinces match federal funding and design projects based on their needs), help repair aging social housing units and create incentives for building rental housing.

The federal government announced it will fund housing first initiatives to combat homelessness.
ERIC DREGER/THE CANADIAN PRESS

It will also fund housing first initiatives to try to combat homelessness by providing people with housing and supports for underlying mental health or addiction issues. Such programs have previously proven successful in Vancouver, where anecdotal reports from this spring's homeless count indicate homelessness is on the rise.

The federal government will also help keep seniors in their homes and renovate aging co-ops, which Robertson called a "big boost" for low-income residents.

The investment comes on the heels of B.C.'s promise to invest $355 million in affordable housing and crack down on shady real estate practices that drive up prices.

> **"The investment in affordable housing is another major step forward."**
> MLA Peter Fassbender

"The investment in affordable housing is another major step forward," B.C. MLA Peter Fassbender told reporters, adding the cost sharing formula will benefit British Columbians.

"The half a million dollars for the study that is going to be done on foreign investment is also going to help us with the announcements that we've made."

A major chunk of the budget for affordable housing will go to First Nations, Inuit and northern housing.

The feds also promised to create a National Housing Strategy.

WITH FILES FROM MATT KIELTYKA

HOUSING

Feds to spend $500K to gather data on foreign homebuyers

Ottawa is spending $500,000 to help understand the role of foreign homebuyers in the country's housing market.

The cash in the federal budget is going to Statistics Canada to help develop methods for gathering data on home purchases by foreign buyers.

The government says comprehensive and reliable data on the number of homes sold to foreign buyers does not exist right now.

The plan may involve collaboration with the provinces, including British Columbia, which recently announced plans to have homebuyers disclose whether they are citizens or permanent residents of Canada or another country.

Many believe the Vancouver housing market has charged ahead in recent years due to an influx of wealthy foreign buyers.

THE CANADIAN PRESS

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Activist's complaint dismissed

DOWNTOWN

Anti-fur protester still banned from clothing store

Taylor Freeman stands for a photograph before participating in an anti-fur protest outside a clothing store in Vancouver on Jan. 7. DARRYL DYCK/THE CANADIAN PRESS

British Columbia's police watchdog has dismissed a complaint from an anti-fur activist who claimed Vancouver police violated his rights by banning him from visiting, or even walking past, a store where he regularly protests.

The Office of the Police Complaint Commissioner said in a letter to Taylor Freeman that a police report revealed a number of documented calls for service outlining his behaviour that caused a female employee discomfort, sickness and fear.

"The issue at hand involves a clash of rights: the right to protest versus the right to feel safe," wrote investigative analyst Anthony Parker. "While the charter guarantees the right of freedom of expression, that right does not allow for the contravention of criminal law."

It is important to note that Freeman's behaviours were alleged by the female employee to have been targeted at her, not the business, Parker added.

The letter concluded that the commissioner is satisfied that officers' behaviour would not constitute misconduct as defined by the Police Act, noting that police are given considerable discretion to conduct investigations as they see fit.

Advocacy group Animal Justice had filed a complaint on Freeman's behalf, arguing that a warning letter from police infringed on his charter right to protest and unfairly restricted his travel through downtown Vancouver.

The letter advised that if he had any contact with a female employee at Snowflake Trading Corp. Ltd., he would be arrested for criminal harassment. Freeman said an officer told him the restriction includes walking past the downtown store, blocks from where he works and lives.

He has said that he does not know the identity of the female employee and he never entered the store or spoke with staff. He denied being physically or verbally threatening, and his complaint suggested he was targeted as the only African-Canadian protester to frequent the store.

On Tuesday, Freeman said he's concerned that the commissioner's decision will give police further latitude to issue criminal harassment warning letters to protesters.

"I think that gives the police more leeway to be more heavy-handed with these kinds of complaints in the future, taking away protesters' rights to peacefully assemble," he said.

But Rokie Bernstein, CEO of Snowflake, applauded the decision.

Bernstein said Freeman was extremely aggressive and threatening, frequently hurling obscenities at customers and staff and once following a frightened employee to a nearby coffee shop.

> **"I think that gives the police more leeway to be more heavy-handed with these kinds of complaints in the future.**
> Taylor Freeman

Another Vancouver store owner, Jason Overbo of Brooklyn Clothing, also said Freeman had harassed and threatened staff and neighbourhood residents.

The police complaint commissioner's office noted that a criminal harassment warning letter is a preventative measure — a foundational element in an investigation, which could, if the behaviour continues, lead to a criminal charge.

"If Mr. Freeman chooses not to comply with the warning letter, he may have the opportunity to present his case to a judge for a determination on whether his conduct amounts to criminal harassment," Parker wrote.

THE CANADIAN PRESS

CRIME

Firefighters warn businesses about fake inspector scam

Emily Jackson
Metro | Vancouver

A scam where thieves pose as fire extinguisher inspectors in order to get into businesses and steal valuables has resurfaced in Vancouver, according to a public warning from firefighters on Tuesday.

Vancouver Fire and Rescue Services issued the warning after thieves targeted a number of businesses on Cambie Street, according to the statement from VFRS spokesman Jonathan Gormick.

The individuals claim they're conducting annual fire inspections when in fact they're casing the establishments' security systems and stealing valuables such as purses, wallets and cell phones.

One thief stole a fire extinguisher and has been spotted carrying it as a prop into other businesses.

While VFRS does conduct annual inspections to ensure businesses comply with the B.C. Fire Code and the city's fire bylaw, inspectors are in uniform at all times and always carrying City of Vancouver photo identification.

Businesses are asked to check identification if they suspect the legitimacy of a so-called inspector. Suspicious activity should be reported to police immediately.

Bear Island 'hurt' by lack of ferry options

FIRST NATIONS

Tourism report cites transport as major issue facing forest

First Nations and tourism operators say better transportation links are needed for people to experience the Great Bear Rain Forest, described by the province as B.C.'s gift to the world.

A report released Tuesday from aboriginal groups, businesses and communities in the central-coast region concludes transportation challenges in the area are hurting tourism opportunities at a time when First Nations tourism potential is exploding in other parts of B.C.

"You have an iconic destination with the Great Bear Rainforest," said Keith Henry, chairman of the Aboriginal Tourism Association of British Columbia. "We've got communities who want to share their cultures, but the question is how do we really take advantage."

The provincial government introduced legislation this month that protects 85 per cent of the world's largest intact temperate rainforest from logging.

Henry said a ferry working group recently presented its transportation and tourism development report to B.C.'s transportation and jobs ministers and officials with BC Ferries. The report calls for increased ferry service to the area within two years if increased tourism demand is demonstrated.

High costs and fewer passengers prompted the Transportation Ministry to cut ferry service along the Port Hardy to Bella Coola service two years ago. BC Ferries has plans to introduce a new vehicle-passenger vessel in the area in 2019.

THE CANADIAN PRESS

A Kermode bear, better know as the Spirit Bear, is shown with its catch of salmon in the Riordan River on Gribbell Island in the Great Bear Rainforest. JONATHAN HAYWARD/THE CANADIAN PRESS

VANCOUVER ISLAND

Court calls for end to dumping at lake

Residents around Shawnigan Lake on southern Vancouver Island are celebrating a court victory halting work at a quarry that accepts contaminated soil.

Regional Board Chairman Jon Lefebure said the B.C. Supreme Court injunction, issued Monday, upholds a Cowichan Valley Regional District zoning bylaw barring the stockpiling of contaminated soil.

The court found the dumping was not an allowable use of the property, about 32 kilometres north of Victoria.

One of the companies named in the order, South Island Resource Management, said it will immediately comply.

B.C. Green party Leader Andrew Weaver said property owner, Cobble Hill Holdings, may appeal but Weaver predicted both the site's owner and operator would need direction from the B.C. government.

"The fact that the province went ahead and granted the permit is mind-boggling," said Weaver. "It's a big mess, but now the big mess is moving from the citizens having to deal with it to the province having to deal with it."

THE CANADIAN PRESS

ANIMAL WELFARE

Kamloops man charged with battering family dog

A Kamloops man has been criminally charged for allegedly beating a family pet to death last Thanksgiving.

BC SCPA say Christopher Mathes was at a family dinner when a five-year-old Chihuahua-mix named Jersey bit a family member.

He then allegedly "took the dog outside and beat him repeatedly over the head with a four-foot-long fence post", according to the organization's chief prevention and enforcing officer Marcie Moriarty.

SPCA were told of the incident and found the dog buried in a cardboard box.

THE CANADIAN PRESS

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Vancouver traffic still worst

CONGESTION

National survey shows modest improvement

An annual traffic survey reveals Vancouver remains Canada's most congested city, followed by Toronto and Montreal, but the study shows all three are inching toward improvement.

The 2016 TomTom Traffic Index finds the average time drivers waste sitting in traffic has dipped over the last year, with Vancouver motorists cutting their time in traffic jams by an average of four hours.

TomTom says Toronto drivers reduced their average time in traffic congestion by 11 hours, while Montreal drivers saved about 30 minutes.

The navigation and mapping product company credits infrastructure investments and better traffic management, noting the declines are the first in Vancouver since 2010, while Toronto and Montreal haven't seen drops since 2012.

A survey by TomTom says Vancouver has worse traffic congestion than Toronto.
PETER MACDIARMID/GETTY IMAGES

"We really want everybody to think about how they can lower the amount of time they waste in traffic every day, and to realize that we all need to play a part," said TomTom Traffic vice president, Ralf-Peter Schaefer.

TomTom estimates commuters in Vancouver, Toronto and Montreal can spend nearly 30 per cent extra time travelling due to congestion, amounting to an average of slightly more than five full days every year.

> **We really want everybody to think about how they can lower the amount of time they waste in traffic every day.**
> Ralf-Peter Schaefer

According to the traffic index, the Thursday evening rush hour is the most prone to nasty jams in most Canadian cities, but TomTom notes Edmonton, Quebec, Hamilton and Calgary are exceptions.

"We can help businesses plan smarter working hours to help their employees avoid travelling during rush hour," said Schaefer.

Calgary is also identified as the least congested city in Canada, with the survey showing that city's congestion rate has dropped three per cent since 2015.

THE CANADIAN PRESS

MAZE RUNNER

Actor will be fine, director tweets after B.C. injury

Film director Wes Ball says Dylan O'Brien, the star of Maze Runner: The Death Cure, will be just fine after being injured on set in British Columbia's Interior.

The director tweeted that after a few weeks of rest and recovery, the actor will be back up and running to finish shooting the latest instalment of the popular franchise.

20th Century Fox announced last week that O'Brien had been immediately transferred to a Vancouver hospital after being hurt and that production would be shut down until he recovers.

WorkSafe B.C. is investigating the incident and has sent officers to gather information at a film set at the Cache Creek airport, about 340 kilometres from Vancouver.

Celebrity website TMZ and Hollywood trade publication Variety reported that O'Brien was hit by a car and suffered multiple injuries while filming. THE CANADIAN PRESS

Rules to live by, or not

BIENNALE

Bus stop 'Rules for Vancouver' range from good to strange

Emily Jackson
Metro | Vancouver

Rule No. 1: As a member you will know what to do.

So kicks off a list of 17 "Rules For Vancouver" posted at 10 bus stops, the latest public art project to hit the streets as part of the Vancouver Biennale, a non-profit that brings public art to the city.

British artist Peter Liversidge decided to write the rules during a one-month stint in the city for an international artist residency where he dreamed up 60 artwork proposals. He hammered out the rules on an analog Olivetti typewriter.

The rules range from the bizarre — "move and dress like a monk" — to the dutiful — "remember to be considerate, don't interrupt, be honest and don't conceal the truth."

The Vancouver Biennale hopes by placing the rules at bus stops, commuters will be inspired to interact with the rules or create their own.

It's part of the organization's mandate to bring art to the people and inspire them by creating an outdoor museum of sorts. Previous projects include A-maze-ing Laughter, the beloved laughing men sculptures at English Bay, and Giants by Osgemeos, the massive characters painted on the concrete silos on Granville Island.

The organization is asking people to vote for their favourite rule and/or create a rule of their own as part of an online engagement campaign that ends May 1.

WHAT TO DO

Keep your eyes peeled for the rules when you catch the bus (postings include Davie and Bute, Commercial and Adanac, and Pender and Carrall) and vote for your favourite rule at twtpoll.com/vancouverrules.

THE RULES FOR VANCOUVER.
15.07.15

1. As a member you will know what to do.
2. Every visitor is permitted to take one 30 second time-out, which must be taken during daylight hours.
3. Keep everything at arms length.
4. When walking either on public or private land you must always, always, move and dress like a monk.
5. Name everything clearly.
6. The number of throws, hits or goes should be limited to five.
7. DO NOT cause damage to Vancouver, accidental or not.
8. Laugh.
9. Walk along the shore returning all the flotsam & jetsam to the sea.
10. Please use common sense to avoid collisions, encounters, altercations and each other.
11. Please walk slowly, do not run or skip lanes of crowd. Vancouver can ill-afford further lawsuits, injury claims, or hospital visits resulting from careless foot placement.
12. OTHER ID.
13. Never leave the built environment without a bell, a front & back light is advisable after dusk.
14. No sharp objects.
15. Remember to be considerate, don't interrupt, be honest and don't conceal the truth.
16. No rushing, no jumping, no lollygagging, no knife-play.
17. Remember to keep looking.

A copy of the "Rules For Vancouver" posted at 10 Vancouver bus stops as part of the Vancouver Biennale. CONTRIBUTED

TRANSPARENCY

B.C.'s privacy czar gets new job in U.K.

British Columbia's information and privacy commissioner has accepted a new position in the United Kingdom.

Elizabeth Denham says in a letter to Finance Minister Mike de Jong that she has been offered the role of information commissioner for the U.K., subject to review by a parliamentary committee.

Denham has been B.C.'s information and privacy commissioner since 2010 and her term ends in July.

She released a high-profile report last October on how the government handles records and information after a whistleblower made allegations that his supervisor deleted emails about the Highway of Tears investigation into missing and murdered aboriginal women.

Denham sent her report to the RCMP, which recently charged a former ministerial assistant in the Transportation Ministry with two counts of wilfully making false statements to mislead or attempt to mislead the province's privacy commissioner.

Denham's report also noted that several government departments failed to keep adequate email records and wilfully destroyed records in response to freedom of information requests.

The 65-page document recommended that technology be installed to prevent employees from permanently deleting emails and legislation be created that would require the documentation of key government decisions.

"It has been a privilege to serve as British Columbia's commissioner for the past six years, and I hope that my contribution to strengthening privacy and access rights has been of value to the citizens of our province," Denham writes in the letter.

THE CANADIAN PRESS

> "I hope that my contribution to strengthening privacy and access rights has been of value to the citizens of our province."
> Elizabeth Denham

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ROB FORD: 1969-2016

'Unforgettable guy,' international fame

FAME

In death as in life, ex-mayor trends globally

News of Rob Ford's death garnered reaction from news organizations across the world.

The former mayor, who died Tuesday morning after battling cancer, became an international icon during his time in office.

As Ford family representatives confirmed he had died at 46, breaking news notices were tweeted along with short obituaries from the BBC and Reuters and the term "Rob Ford" became a trending topic on Facebook and Twitter.

Major American media outlets including CNN, NBC and CBS all featured stories about Ford's life and death on their homepages as top stories.

A media release from the Associated Press carried by news organizations across the United States described Ford as a "pugnacious, populist former mayor" who "cast an image sharply at odds with Canada's reputation for sedate, unpretentious politics."

Late night television host Jimmy Kimmel, who interviewed Ford on his show in 2014 sent his condolences to Ford's family and fans on Twitter calling him an "unforgettable guy who loved his job and city like few men I've met."

A controversial figure, Ford's death made headlines on a wide range of website homepages from TMZ to Time, which referred to the former mayor as a "conservative who brought bombast to the buttoned-up world of Toronto politics."

A testament to his appeal beyond politics, star-watching websites like Rolling Stone, Variety and the Hollywood Reporter also ran short features about the one-term mayor, with the Reporter calling him the "former Toronto mayor with a Reality TV persona."

Esquire, meanwhile, took a different tack with a story titled, We still Haven't Realized how Influential Rob Ford Was.

The piece was based on the idea the "next Rob Ford" could be the President of the United States and credits Ford with an accidental political revolution.

"The man rewrote the political playbook without trying. Rob Ford died an accidental prophet," it reads.

Celebrities also weighed in on the loss, including former professional wrestler the Iron Sheik, who famously marched into city hall to challenge Ford to an arm-wrestling match — which the then-mayor declined. TORSTAR NEWS SERVICE

> The man rewrote the political playbook without trying. Rob Ford died an accidental prophet.
>
> Esquire, in article pn Rob Ford's influence

A scene from Rob Ford's famous Jimmy Kimmel Live appearance on March 3, 2014 as host Jimmy Kimmel wipes his forehead. Kimmel described him as a "guy who loved his job and city like few men I've met." ABC HANDOUT/THE CANADIAN PRESS

NOTORIETY

Top 10 times Toronto's former mayor made it into headlines

CRACK VIDEO
May 16, 2013

Gawker and the Toronto Star report seeing Ford on a video smoking crack cocaine and making racist and homophobic comments. They say the video is being shopped around by alleged drug dealers.

POLICE PROBE
Oct. 31, 2013

Toronto Police Chief Bill Blair announces police have a cellphone video file "consistent with those previously reported in the press." He says police have no "reasonable" grounds to charge the mayor, but adds he's "disappointed."

CRACK ADMISSION
Nov. 5, 2013

Ford admits he smoked crack in one of his "drunken stupors."

OBSCENITIES ON TV
Nov. 14, 2013

Ford spouts an obscenity on live TV while denying he told an aide he'd have oral sex with her. "I've got more than enough to eat at home," he says. He later apologizes and says he's getting help.

LOSS OF POWERS
Nov. 18, 2013

City council votes to slash his mayoral budget and hand his duties to the deputy mayor. Ford calls it a coup d'etat, and promises war in the next municipal election.

RANT
Jan. 21, 2014

Having said he had stopped drinking, Ford admits to drinking after a YouTube video reveals him ranting profanely.

JIMMY KIMMEL LIVE
March 3, 2014

Kimmel introduces him thus: "Our first guest tonight has tripped, bumped, danced, argued and smoked his way into our national consciousness."

STINT IN REHAB
April 30, 2014

Ford's lawyer announces the mayor will take a leave of absence to seek help for substance abuse. Ford returns from rehab on June 30, 2014, saying treatment was a life-saving decision.

CANCER DIAGNOSIS
Sept. 10, 2014

Ford is admitted to hospital. Doctors discover a large tumour. Ford withdraws from the mayoral race and runs instead for city council. Ford is diagnosed with an aggressive liposarcoma. He begins chemotherapy.

PERSEVERANCE
Oct. 27, 2014

John Tory is elected mayor of Toronto. Ford responds: "In four more years, you're going to see another example of the Ford family never, ever, ever giving up," to his cheering supporters. THE CANADIAN PRESS

ROB FORD: 1969–2016

Rob Ford at his campaign launch in April 2014. The scandal-plagued politician has died of cancer. NATHAN DENETTE/THE CANADIAN PRESS

He defied the odds

FORMER TORONTO MAYOR

Politician was a penny-pincher infamous for personal excess

For all his bad — which was considerable — Rob Ford left us with enough good to comfort his boosters.

"Unique" doesn't begin to describe the astonishing, incomprehensible, indecipherable head-scratcher of a politician. Gaffes and impolitic indiscretions that would sink mere mortals seemed to conspire to elevate his status.

This was a man without a college degree, who, by most calculations, would have been hard-pressed to ascend to the executive offices of the city's boardrooms; yet he became mayor of the country's largest city. And for four years, he was the most (in)famous mayor in all the world.

Rarely has Toronto's name been on the lips of so many for so long and in so many far reaches.

Wherever political scientists study voting phenomenon, they'll be stretched to explain how a young man from central-north Etobicoke — a simple man trading on the means of his politician-turned-businessman father — could parlay such limited recognizable skills into securing the votes of so many of the most fickle of customers.

Rob Ford seemed always to defy the odds. Exploding grenades didn't shatter his façade, they propelled him into the air. The more he sank into the morass of personal excess — the alcohol and drugs — the more entrenched, though narrowed, his appeal.

In more than 15 years of municipal politics, Ford never lost an election. His singular appeal was his message that never grew old and never lost appeal:

"You can trust me with your money. I'm not going to waste it."

Ford's genius — crafted or naturally acquired — is that he connected with the average guy.

Bumbling, stumbling, a bit off-kilter, never well-dressed, a bit awkward, politically incorrect, overweight, bumptious while shy, he represented the imperfections in all of us, even those of us who despised him for it.

His singular appeal as a politician was "customer service." He answered the phone calls of his constituents, personally. He showed up to their door to attend to their little problems. And constituents never forgot that.

They call it retail politics. And Rob Ford was so successful in growing the brand that his brother, Doug, almost rode it to victory in the last municipal election.

Rob Ford was Toronto's 64th mayor, the third after the controversial and forced amalgamation that created the megacity in 1998. He will not be forgotten any time soon. TORSTAR NEWS SERVICE

INFLUENCE

Ford's tricky legacy

Matt Elliott
Metro | Toronto

Even when Rob Ford's appearances at Toronto City Hall became less and less frequent due to illness, the city's most infamous ex-mayor maintained a presence — a political influence that refused to quit. Ford's death on Tuesday at the age of 46 is unlikely to change that.

Despite a mayoralty that will be remembered most for all the things that happened away from his office, Ford's legacy within city hall has already shown itself to be strong.

That legacy was felt most recently when his successor John Tory and Toronto city council debated the city's 2016 budget and refused to even seriously ponder the notion of raising property taxes beyond the rate of inflation, despite a stern warning from the city manager. It was felt when Tory and council capitulated to the car lobby and supported the so-called "hybrid plan" for the eastern part of the Gardiner Expressway, setting aside a stack of evidence against it. And it continues to be felt in plans for transit in east-end Scarborough, where a subway remains on the books in large part because Ford really, really wanted one.

That's just the short list. There are dozens of other examples, most of them related to the issues that defined Ford's brand of political populism: the sanctity of cars and subways, the inherent evils of taxation, the supposed existence of oodles of government waste.

With all such issues, too much decision-making continues to be shaped by a fear shared by several of his former council colleagues — especially those in the city's suburbs.

They worry that taking a position too contrary to those held by the former mayor will attract the rage of a group of voters: the "Ford Nation."

It's a tricky legacy. On one hand, it's enormously frustrating. So many of Ford's positions were based on feelings instead of facts. They made for disastrously bad policy decisions.

But on the other hand, the fear of Ford works as a check on those who would assume the entire amalgamated city has bought into the virtue of transit, bikes, urbanism and public services.

In the best case, Ford's legacy can stand as a reminder to future candidates. Want to pursue progressive policies? First you better try to convince people from all parts of Toronto that progressive policies are worth pursuing.

I would have liked to see someone who understands that go up against Ford in an election. I would have liked to see voters get to decide definitively and democratically whether to reject or again embrace Ford's politics.

But, instead, city hall is left to grapple with a complicated and resilient legacy.

Cancer took Rob Ford, but something remains.

HITS AND MISSES

A mixed influence on policy

In his four-year term as mayor, Rob Ford was at the centre of many well-documented scandals, both personal and political. His legacy on policy at city hall is just as complicated.

SUCCESSES

TTC as an essential service: Ford, fresh off an election win, successfully saw council request the province declare the Toronto Transit Commission (TTC), the city's public transport agency, as an essential service and prevent further labour disruptions. The province stopped strikes by or lockouts of TTC workers the following year.

Subways: Ford's ongoing mission to put all-new transit underground served up one victory in October 2013 when council voted to scrap plans for a fully funded LRT in the east end and build a three-stop subway instead — a decision that cost the city at least $75 million in lost work. Today plans have changed again to a questionable one-stop subway still being debated at council.

Ford at city hall in May 2013. MICHELLE SIU/THE CANADIAN PRESS

MISSTEPS

Subways: After declaring former mayor David Miller's light-rail Transit City plan dead as his first official act as mayor, Ford put forward his own subways-heavy transit plan for council approval. But he failed to garner council support and the plan was defeated in February 2012, with council largely backing a return to most of the original light rail plan.

Land transfer tax: Ford vowed to scrap the land transfer tax on home purchases, which brings in hundreds of millions in city revenues annually. But after finding a lack of support on council, Ford later changed that promise to reducing the tax by at least 10 per cent. He was never able to scrap or reduce the tax, which remains in place. It raised a record-high $525.5 million last year to balance the city's budget. TORSTAR NEWS SERVICE

UBC DENTAL CLINIC

The UBC Dental Clinic is now accepting patients for the following:

Root Canal Treatment

If you know that you require root canal treatment, contact:
604-822-5668 between 9:00 am and 4:00 pm,
Monday through Thursday

Our clinic times are 9:30 am to 12:30 pm and
2:00 pm to 5:00 pm, Monday through Friday

At the UBC Dental Clinic supervised student dentists provide many dental procedures at a significantly reduced cost.

UBC DENTISTRY | THE UNIVERSITY OF BRITISH COLUMBIA

THE 2016 FEDERAL BUDGET

Trudeau Liberals make it rain

Child benefit, native welfare cornerstones of huge spend

Justin Trudeau's Liberals are opting to spend heavily in their first budget to deliver the "bold, transformative" change they say is needed to put Canadians on firm footing for the future.

The Liberal budget unveiled Tuesday calls for new spending in the billions of dollars for aboriginal communities, middle-class families, transit upgrades and social housing in cities and towns across Canada. It provides more cash for children and their parents, poor seniors, unemployed Canadians and injured veterans.

For all that, Canada's finances will go deep into the red for the next five years as Liberals set aside election pledges to contain deficit spending.

Instead, the government said it will take advantage of low interest rates to borrow money and spend nearly $30 billion more this year than it takes in as revenue.

The Liberals had vowed to keep the deficit to no more than $10 billion and to eliminate it by the end of their mandate. Tuesday's budget predicts a deficit of $14.3 billion in 2020-21.

The plan unveiled by Finance Minister Bill Morneau doesn't set out how or when the books will be balanced, although he told reporters if growth is better than forecast, the country could be back in the black in five years.

"Some (projects) are urgently needed and require the government to act quickly. But in every case, investments will be made with a focus on long-term value so that Canadians will reap the benefits far into the future," Morneau said in the House of Commons.

He stressed the Liberals' priority was to grow the middle class — the title he gave to the 269-page document.

He told the Commons that the Liberal plan — which will see the deficit grow to $29.4 billion in 2016-17 — is "reasonable and affordable."

At the core of the Liberal strategy is the Canada Child Benefit, some $5 billion in new spending a year that Morneau boasted was a social program to rival universal health care.

"It will lift hundreds of thousands of kids up from poverty," Morneau said.

Morneau did not deliver a promised small-business two percentage point tax cut.

Morneau also declared he was "most proud" of the new investment in indigenous communities, saying the more than $8 billion pledged over five years for education, nursing stations, housing and sewer and water treatment is more than the $5 billion promised by a previous Liberal government's Kelowna Accord in 2005. The Conservative government cancelled that agreement.

The defence department will see its capital spending deferred as the budget delays $3.7 billion for big-ticket capital projects, confirmation that new military hardware remains years away.

TORSTAR NEWS SERVICE

2016-17 DEFICIT

$29.4 billion

Bill Morneau, right, with Justin Trudeau as he makes his way to deliver the budget. SEAN KILPATRICK/THE CANADIAN PRESS

INFRASTRUCTURE

Historic building boom yet to arrive

Luke Simcoe
Metro | Toronto

If you were expecting Tuesday's federal budget to usher in a new golden age of infrastructure in Canada, you're going to have to wait a little longer, experts say.

Finance Minister Bill Morneau began his budget speech by referencing the post-war construction boom in Canada that saw massive projects like the Trans-Canada Highway and St. Lawrence Seaway built.

However, the actual vision presented in budget is less grandiose.

The Liberals campaigned on investing $60 billion in infrastructure over 10 years. The "first phase" of that plan only includes $11.9 billion over five years.

"I think it's a down payment on the infrastructure needs of our cities," said University of Toronto planning professor Matti Siemiatycki.

The Federation of Canadian Municipalities estimates that national infrastructure backlog tips the scales at $123 billion.

Siemiatycki applauded the decision to allow federal money to be spent on maintenance, rather than just new projects.

"We need to emphasize getting our house in order. Getting our existing infrastructure up to a state of good repair is a good place to start," he said.

BIG-CITY MAYORS FEELING THE LOVE

It's a very positive signal ... that they understand that there are a number of municipalities that don't have the full financial capacity to pay for all these projects.

Ottawa Mayor Jim Watson

It's pretty clear that there's a lot of needs at the municipal level and we're very encouraged by what we see in the budget.

Halifax Mayor Mike Savage

I'm very pleased to hear there is ... investment in infrastructure as well as investments in indigenous communities and for indigenous Canadians.

Winnipeg Mayor Brian Bowman

I've been saying for some time the best thing governments can do in this economic downturn is to keep building.

Calgary Mayor Naheed Nenshi

I think the investments in infrastructure in cities are significant and the signals are there that they're going to grow over time.

Edmonton Mayor Don Iveson

Today, the federal government released a budget that recognizes cities like Toronto are the very best investment that our government of Canada can make.

Toronto Mayor John Tory

TERRORIST ATTACK ON BRUSSELS

TERMINOLOGY

Terrorist organization will be referred to as 'Daesh'

Starting today, Metro will refer to terrorist organization ISIS or ISIL by the title Daesh: In long-form Arabic, al-Dawla al-Islamiya fi al-Iraq wa al-Sham.

Daesh itself has abandoned the shortened term because it is too close to the Arabic words that mean "one who crushes underfoot," or "sowers of discord." It's also similar to the word for bigot. Those translations are much closer to the truth, and have the added benefit that "Daesh" insults, rather than flatters, the group. METRO

TESTIMONY

Canadian tourists' reactions

Quebec actress Salome Corbo was checking in at the Air Canada counter when the first blast rocked Brussels' airport in Tuesday's terror attacks that killed dozens in the Belgian capital.

In the ensuing chaos as she fled, Corbo says she came close to where the second explosion went off.

"It was very spectacular," she told Cogeco Nouvelles. "I was right near the second blast. I heard the first one, quickly tried to get away and the second one was nearby, right near me. I've had this buzzing in my ear I can't get rid of."

Corbo, one of many Canadians caught up in the maelstrom, said she immediately realized it was a terrorist attack.

Ottawa native Thorfinn Stainforth said he was in a taxi approaching the terminal when his driver got a message from a dispatcher advising of a bomb alert at the airport. They kept going, but then emergency crews began arriving in droves and they pulled over as traffic snarled.

"We didn't see any smoke, we didn't see any panicked people, we just saw a lot of security cars and people everywhere," said Stainforth. "If we had been probably 10 minutes earlier we would have been exactly where the bombing was."

Canadian Michelle Betz, who flew in to the airport about an hour before the first bombing there, said she passed Maelbeek subway station, which was also attacked, in a cab en route to her hotel. "So just missed that one as well, thank goodness," she said.

THE CANADIAN PRESS

'In this time of tragedy'

BELGIUM ATTACKS

At least 34 dead after two explosions in airport, subway

Islamic extremists struck Tuesday in the heart of Europe, killing at least 34 people and wounding scores of others in back–to–back bombings of the Brussels airport and subway that again laid bare the continent's vulnerability to suicide squads.

Bloodied and dazed travellers staggered from the airport after two explosions — at least one blamed on a suicide attacker and another reportedly on a suitcase bomb — tore through crowds checking in for morning flights. About 40 minutes later, another blast struck subway commuters in central Brussels near the Maelbeek station, which sits amid the European Commission headquarters.

Authorities released a photo taken from closed-circuit TV footage of three men pushing luggage carts, saying two of them apparently were the suicide bombers and that the third — dressed in a light-colored coat, black hat and glasses — was at large. The two men believed to be the suicide attackers apparently were wearing dark gloves on their left hands.

In its claim of responsibility, the Daesh group said its members detonated suicide vests both at the airport and in the subway.

Belgium raised its terror alert to the highest level, shut the airport through Wednesday and ordered a citywide lockdown, deploying about 500 soldiers onto Brussels' largely empty streets to bolster police checkpoints.

In police raids across Brussels, authorities later found a nail-filled bomb, chemical products and a Daesh flag in a house in the Schaerbeek neighbourhood, the state prosecutors' office said in a statement.

German police say three Kosovars who are suspected of possible links to an extremist network have been arrested on the Munich-Salzburg highway in the south of the country. However, the criminal police office said that there are no indications at this point of any link with the attacks.

"In this time of tragedy, this black moment for our country, I appeal to everyone to remain calm but also to show solidarity," said Belgian Prime Minister Charles Michel.

President Barack Obama has ordered that all American flags in the U.S. be flown at half-staff through Saturday out of respect.

The UN Security Council has strongly condemned the attacks and urged intensified regional and international efforts "to overcome terrorism and violent extremism."

The Security Council also underlined the need to bring those responsible for "these reprehensible acts of terrorism to justice."

Police are calling on people who may have filmed images from the attacks on the city airport and subway to assist with the investigation.

THE ASSOCIATED PRESS

BELGIUM MOBILIZES

1 High security measures— Police forces make searches inside the North station in Brussels.

2 Suspects' photos released— A picture released by the Belgian federal police shows the suspects.

3 Videos surface — This image grab from a video by RTL TVI shows people lying on the floor after the blast.

LL PHOTOS: AFP/GETTY IMAGES

ZAVENTEM BOMBING

Witnesses describe blood, dust, chaos in airport

More than two dozen people were killed Tuesday when bombs exploded in Belgium's capital — two at the main international airport and one on a downtown subway train near European Union headquarters.

Witnesses described chaotic scenes of blood, dust and flying glass as the blasts hit transport hubs in the middle of a busy rush hour. Here are some of their accounts:

Entrepreneur Marc Noel, 63, was awaiting a flight from Brussels to Atlanta when he decided to buy some automobile magazines for the flight — an act he thinks may have saved his life.

He was in an airport shop when the first explosion struck about 45 metres away, bringing down a chunk of the ceiling.

"People were crying, shouting, children. It was a horrible experience," said Noel, a Belgian who lives in Raleigh, North Carolina. "I don't want to think about it, but I would probably have been in that place when the bomb went off."

He said a second blast hit 10 to 15 seconds later.

"This feel likes war — fire engines, police everywhere," said Noel, as he and hundreds of other passengers toting their hand luggage were evacuated to the town of Zaventem.

"I was as close as I could be to the other side," he said. "It hasn't happened yet. I guess it's not my hour."

Georgian journalist Ketevan Kardava was lining up for a flight to Geneva just after 8 a.m. when, she said, something black and suitcase-shaped exploded in front of the Delta Air Lines counter nearby. She said the glass walls shattered and smoke filled the air.

Journalist Ketevan Kardava was in an airport line during the attack. TWITTER.COM

"Everything was broken," she said. "We were crying, shouting, running we didn't know where."

Minutes later, amid the chaos, a second explosion sounded, she said. By then, chaos had enveloped the terminal building.

THE ASSOCIATED PRESS

ATTACK ON BRUSSELS

A Belgian soldier patrols outside Brussels Central Station as people are allowed in groups of ten to reach the station to catch their commuter train following attacks in Brussels. AFP/GETTY IMAGES

Fear is now part of life in Europe

ALERT

Cities spared violence so far watching in trepidation

Paris, Copenhagen, Brussels. In just over a year three European capitals have been ravaged by bombs and gunfire.

After each attack life slowly returns to normal. But it's a new normal for Europe, where terror alerts are always on high and where people in cities so far spared major violence assume it's a matter of when, not if.

"With each atrocity that occurs we change," said Ian Duncan, a Scottish member of the European Parliament in Brussels. "We become less open. We pull down barriers and close doors. But it is a direction we are following now."

The carnage in Brussels on Tuesday came as Europe was still reeling from the November attacks in Paris that killed 130 people. In the following months France and Belgium have looked like countries at least partially at war, with soldiers in the streets, lockdowns and deadly shootouts with militants.

The rest of Europe has watched with trepidation.

"These were attacks in Belgium. They could just as well be attacks in Britain or France or Germany or elsewhere in Europe," British Prime Minister David Cameron told the BBC on Tuesday.

French President Francois Hollande said the attacks targeted all of Europe and he warned of a long "war" ahead.

Though people in Western Europe have dealt with the threat of violence for decades, the idea that a "war" is playing out in their streets is hard to imagine. But the recent frequency and scale of attacks have made some Europeans feel that it's just something they have to get used to.

In Moscow, security has been tightened notably at everyday locations in the wake of a series of attacks in the past 15 years. In Western Europe people are more reluctant to trade civil liberties and an open society for more security.

THE ASSOCIATED PRESS

DEFIANCE

Display of solidarity in chalk

A pedestrian strip outside the stock exchange in Brussels became a colourful canvas of support and defiance after Tuesday's deadly bombings as those wanting to show solidarity chalked messages — in French, Flemish, English, Arabic and Cyrillic script and more.

A few thousand people were gathered at Brussels' Place de la Bourse late Tuesday to draw more messages and light candles. One group broke into Edith Piaf's "Hymne a L'amour" (Hymn to Love) as onlookers applauded. Next, they sang the Belgian national anthem, in both French and Flemish.

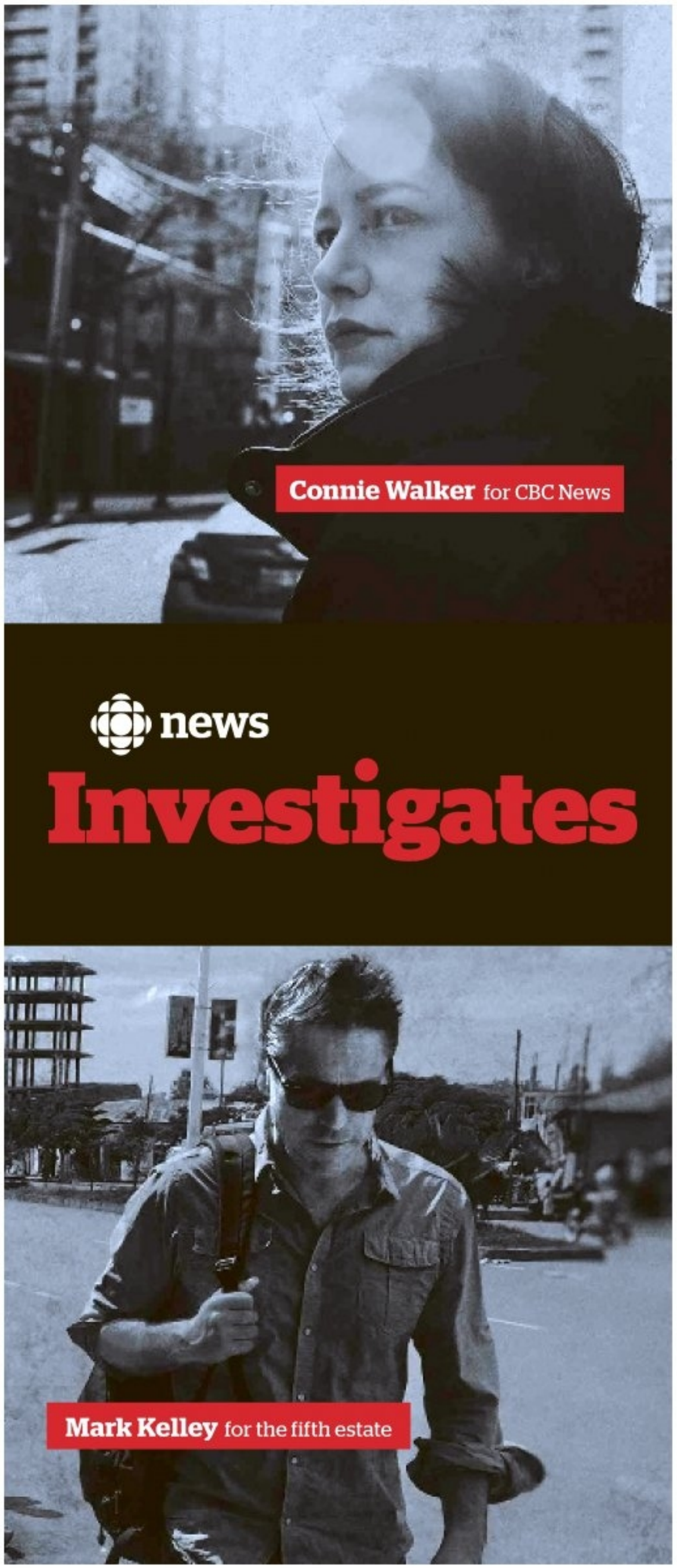
Many of the drawings were joyous, with slogans like "Spread love," "Live and Let Live" and "Love is my religion." Others were more political: "Stop this war in Syria," or simply raw — one small message read: "I'm scared."

The vibe was generally upbeat, with laughing and joking, but there was an strong undercurrent of sadness.

At the centre of the square, a memorial was improvised out of flags, tea lights, balloons, flowers and beer bottles.

THE ASSOCIATED PRESS

Solidarity messages outside the stock exchange in Brussels. THE ASSOCIATED PRESS



metro VIEWS
Your essential daily news
Wednesday, March 23, 2016

ROSEMARY WESTWOOD **A VERY BIG NEWS DAY**

WHEN OUR PURPOSE IS CLEAR

Sometimes, when a major story breaks, and then another major story breaks, and then a few medium-sized stories break — and all this happens before a long-scheduled announcement, which everyone thought would be the day's main story, is formally released — journalists are able to temporarily set aside their competitiveness and existential angst. For once, we're not trying to scoop each other and justify our existence. **We know what needs doing — we just need to do it**

The day began with the terrorist bombing in Brussels. A phone alarm ringing, the CNN breaking-news alert flashed red across the screen. At least 26 dead in two attacks (it would rise to 30), and many more injured.

The American network mocked for overplaying its breaking-news banner wasn't upselling this.

In the news business, it would be a big day. The kind of day where journalists around the world wrestle with one story, seek to make sense of one globally reverberating event. In their own ways, from their own perch on the world. Walking into work, you could imagine reporters in hundreds of cities, most especially in Europe, pushing open newsroom doors with the same questions on their mind: What happened in Brussels, how and why, and what will happen next? And how do we cover it?

How do we tell people what is going on?

Live-feeds began rolling: piecemeal and conflicting reports that slowly coalesced into a truer picture. Journalists hugged the bombing sites, reporting any and all details. One Sky News reporter was at the airport buying chocolate for his children, so close to the explosion that he could not only hear, but feel the blasts. "There was the smell — the sort of acrid smell of smoke. Instinctively we knew it was a terrorist attack. I didn't think it could be anything else," he later wrote.

It's in the wake of huge, emotionally charged stories like yesterday's violence in Brussels that the media most resembles the indispensable information commons that it purports to be. TWITTER

Then, by midday, Rob Ford's family had announced the popular-yet-detested, controversial-yet-engrossing, outsized-in-so-many-ways former mayor had died after fighting the rare and aggressive form of cancer, pleomorphic liposarcoma.

Condolences from adversaries and friends flooded social media and were plucked by reporters to fill news-story soundbites. Colourful obituaries, the only kind imaginable for Ford, shot up on websites. Breaking-news specials, recorded in advanced, co-opted national networks.

Rob Ford: 1969-2016.

Twitter says some were celebrating the death, but I never saw it. I saw photos of lineups at city hall, where mourners waited to sign a condolence book. My colleague Jessica Smith Cross, at the scene, found supporters "already missing Ford," who had come to remember "the people's mayor."

The Toronto Star, vilified by Ford during his tenure, used soft language to report his death and encapsulate his impact on city politics. On national politics, really. Meanwhile, the family that managed to stay so out-of-the-headlines even while Ford was all the world could talk about, asked for privacy from the media.

They had lost a father/brother/son/uncle, after all. While the rest of us had only lost an avatar.

Across Toronto, there was again the feeling of reporters — on death watch since news on Thursday that Ford was in palliative care — collectively breathing in, and publishing the best take they had on Ford's legacy.

How were his passionate, hyper-loyal acolytes — Ford Nation — handling the news? What did his loss mean to them? Would they ever coalescence around a voice like that again? And are there other Rob Fords, in other Canadians cities, ready to upend politics-as-usual and unearth a hitherto silent but angry constituency?

Then: "F–k!" a colleague yelled, pushing back from his desk. "We have a pedestrian death, on top of everything."

By "everything," he also meant the much-anticipated federal budget, which, at around 4 p.m., pushed through many of the Liberals' campaign promises, billions on infrastructure, indigenous peoples and child care, along with something that wasn't promised: a much deeper deficit.

"Is the new Canada Child Benefit fair," one reporter tweeted, with a link to analysis, in one of hundreds of niche headlines to emerge. After the minister of finance finished his speech, premiers and mayors walked up to podiums to pronounce on their pet interests wrapped up in the $300-billion budget, and the news cycle whirled on.

The day was a microcosm for our super-speed world, a tight 24 hours of information overload. "This might be the most newsy day of my entire career as a journalist," a desk mate quipped.

It was also the kind of day that feels worth it. When journalists aren't tolerated — they are needed. Something important has happened (or many things). People want to know what, exactly. People need the context. They need the news.

This is journalism's job. This was one of journalism's days. A day that saw less a competition among media outlets, than a collective effort to give our societies the desired facts: those essential building blocks of understanding, and agency.

Tuesday was the kind of day that feels worth it. When journalists aren't tolerated — they are needed. People need the context. They need the news.

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metro LIFE
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Budget delivers artists a break

The Liberals are investing more than $1.9 billion in arts and culture over the next five years. Beyond an additional $575 million in cultural infrastructure funding (for museums and heritage sites), the budget allocates money to bodies that distribute grants and commission work. It's good news for young artists. MEGAN HAYNES/METRO

MACKENZIE DONALDSON FILMMAKER

Canadian cinema relies almost exclusively on grants and organizations like Telefilm or the Independent Production Fund for financing. But it can be hard for filmmakers to get in on the action. Mackenzie Donaldson, 28, personally financed her first two short films.

It wasn't until she came on board in 2014 to produce the critically acclaimed web series Whatever, Linda, which follows secretaries running a Ponzi scheme in the 1970s, that she was able to access any third-party financing. Her next project, a feature-length film based on a Susan Swan novel, just received funding from Telefilm.

LIZ BEDDALL/METRO

"That money just makes it so much easier to carve out the time (to work on the film), pay our writers. Now this project has a future," says Mackenzie, of Toronto. "Competition (for funding) is fierce, but raising up the young producers and filmmakers in this country is vital for the future of Canadian cinema. It's hugely important that money exists."

JENNIFER CRIGHTON ARTIST

Calgary-based Jennifer Crighton, 35, isn't a starving artist. But she's not exactly rolling in the dough. The musician and visual artist has a salaried job with the Calgary International Film Festival, but her art shows only pay $200 (which is not a lot considering how much work goes into creating her art), and music gigs inconsistently pay anywhere from $50 to $400.

KENNETH APPLEBY/METRO

But more funding at the federal level isn't necessarily going to change things, she says. Grants, one of the more common ways artist can access federal money, are difficult to get. What's more, the funds usually only pay for the artistic project itself, leaving little to line the creators' pockets.

"It's hard to make good work if you're worried about paying for it," she says. "The best way to make sure you're getting good work is to guarantee the artists' fees first."

KEATON LEIER DANCER

Keaton Leier, a 19-year-old from Saskatoon, is in his final year of training at the Royal Winnipeg Ballet School and looking for his next opportunity on the stage. He plans to pursue a career as a ballet dancer — a daunting task considering the limited spots in Canada or around the world. It's also not a particularly lucrative career. The majority of professional dancers earn less than $50,000, and that varies by company and position.

Training is expensive: the seven-year program costs more than $154,000.

COURTESY STANISLAV BALYAEVSKY

Leier has received some federally funded scholarships over the years, but roughly 50 per cent of his financing comes from private donors. Increased federal funding could provide a sense of stability, he says, since private donors don't have to recommit year-over-year.

Overall, Leier is grateful for whatever money flows through the arts. "I wouldn't be the same dancer I am now if it weren't for these scholarships," he says.

A BREAKDOWN OF NEW FUNDS

WHAT WAS PROMISED

The Liberal party promised to reinvest in the CBC to the tune of $75 million additional funding in 2016, and up to $150 million in annual funding by 2017.

The Liberal government promised to double the budget for the Canadian Council of the arts, which provides grants to artists and musicians across Canada. It promised $90 million in 2016, and then an additional $180 million by 2017.

The Liberals also said they would provide $10 million in funding for international arts and cultural exchange programs for 2016, and then an additional $25 million in funding in 2017 and 2018.

During the campaign both Telefilm and the National Film Board, which fund Canadian cinema, were promised an additional $25 million annually between the two organizations.

WHAT THEY DELIVERED

The CBC saw its promised $75 million for 2016, and another $150 million for each year after until 2021.

The CCA will receive $40 million in 2016, and an additional $75 million in 2017. It won't be until 2020 that it sees its budget doubled. While this is less than what was promised, Simon Brault, CEO and director of the CCA, said a priority will remain on increasing opportunities for youth and indigenous voices in the arts community.

There will be $10 million in the first year for international exchanges, and $25 million in 2017. A focus for the funding will be on the upcoming Canada 150 celebration.

Telefilm will receive an additional $22 million divided over the next five years with $2 million this year, while the NFB will receive $13.5 million, with $1.5 million in 2016.

DID THE BUDGET MEET EXPECTATIONS?

"It's really pleasing to see after so many years of funding cuts, you have a government willing to make an investment in cultural creation. Our hope is some of it will be earmarked for Canadian original independent productions with Canadian talent." Elliott Anderson, acting director of public policy research and communication, ACTRA

"The (CCA's) budget will be doubled. It will take five years, as opposed to two, but it means the Canada Council can align its strategic plan over the next five years with the reinvestment by the government. It's a great day for the arts."
Simon Brault, CEO and director, Canada Council for the Arts

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Alice Vaughan (Mireille Enos, left) is LA's top private investigator. She stars alongside Elvy Yost, right, in Shonda Rhimes' latest series The Catch. CONTRIBUTED

In Shonda we trust

THE CATCH

How beloved Shonda Rhimes continuously cranks out hits

It's no secret that when it comes to successful Thursday-night dramas, producer, creator and writer extraordinaire Shonda Rhimes has the winning formula. ABC has dubbed Thursdays TGIT after her primetime lineup of shows — between Grey's Anatomy, Scandal and How to Get Away with Murder she's given viewers successful female characters and hired people of colour on a scale unlike any other. "Shonda just has a magic formula to make these shows that are beloved," says Mireille Enos, who debuts in ShondaLand's latest show, The Catch, on Thursday.

So what is that magic formula?

One part leading lady

Rhimes has always written (or taught her fellow showrunners to write) interesting and dynamic female characters. From the moment Ellen Pompeo walked the halls of Seattle Grace as Meredith Grey, she and the leading ladies who followed captivated a new wave of viewers with each debut. Now, the hospital on Grey's Anatomy is mostly run by females, Kerry Washington's Olivia Pope (seen below) has the ear of the president anytime she chooses, and Viola Davis's Annalise Keating is one of the most sought-after lawyers in the country. That trend continues with The Catch, as Enos's Alice Vaughan proves she's one of the best private investigators around.

Two parts newbies

Viewers have always entered ShondaLand shows through fresh eyes. Adding in characters who would naturally have to ask questions allows for quick world-building while never talking down to viewers, making them feel as though they're along for the ride. We're talking about the interns of Grey's Anatomy, new Gladiator recruit Quinn (Katie Lowes) on Scandal, and the Keating Five on How to Get Away with Murder. While The Catch features a little less of that concept, new hire Sophie (Elvy Yost) allows for the blanks to be filled in.

A sprinkle of hot men

The men on these series have always been more than arm candy. While some have come with muscles and dashing smiles, others have won over viewers' hearts with their ability to let down their emotional guard. The latest male to join the melee is The Catch's Benjamin Jones (Peter Krause). While his motives are unclear and he comes across as shady in the pilot, he quickly becomes an equal for Alice to tango with as the series continues to unfold.

A generous helping of diversity

While there's still a long way to go, it's series like these that have begun to finally change the whitewashing Hollywood has demonstrated for far too long. TORSTAR NEWS SERVICE

JOHANNA SCHNELLER
WHAT I'M WATCHING

Debra Messing's diet cop show

THE SHOW: The Mysteries of Laura, Season 2, Episode 14 CTV/NBC
THE MOMENT: The Mascara

Debra Messing, with curls cascading down her back, stars in a cop show as threatening as apple sauce. CONTRIBUTED

New York homicide detective Laura Diamond (Debra Messing) sits in a hospital waiting room with the wife of the Cuban ambassador, who fell ill on a diplomatic mission.

Though he's in surgery, his wife serenely applies makeup.

"When Jake was in surgery, I was a mess," Laura whispers to a colleague about her wise-cracking ex-husband, played by Josh Lucas.

"But she's so calm. Too calm!"

Laura continues thinking out loud: And she put on mascara — waterproof mascara. Because she's preparing to cry! Because she knows he's going to die! Because she and his surgeon are lovers! And they're going to kill him!

She rushes into the OR, gun raised. She's right about everything.

Oh, Laura, you adorable smarty-pants!

Earlier this week I wrote about another woman cop show, the British series Happy Valley.

You are the American cartoon version: Diet Cop. Cop Lite.

You're always sighing about your complicated life; a single mother, you work with your ex, whom you still love. (When you and he watch surveillance videos, you tussle cutely for the remote.)

Yet your curls cascade down your back like a hair model's and your flannel shirts are more precisely fitted than most Oscar gowns.

There are two kinds of cop shows, Laura: the cable kind, with tortured outcomes, where everyone is smarter than the audience; and yours, with simple (waterproof!) outcomes that make the audience feel smart along with you. You're as unthreatening as applesauce.

So the mystery of your popularity — why, it's no mystery at all.

Johanna Schneller is a media connoisseur who zeroes in on pop-culture moments. She appears Monday through Thursday.

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Radically delish roast radish dish

RECIPE

Sharp root vegetable takes on fresh spring taste that's perfect for Easter

Easter sides are depressingly predictable. There will be asparagus, of course. If you're lucky, there might even be three or four variations of asparagus. And there will be peas. And gratin potatoes. And probably some sort of salad that most people will only eat to be polite.

Not that there's anything wrong with any of this.

It's just that it would be nice to offer something... different. So we'll help you with this one.

Try butter roasted radishes with tarragon and lemon. It's a simple dish that comes together in minutes, but has a wonderful flavour that is both rich and light and lemony — the perfect combination for spring.

Butter Roasted Radishes with Tarragon and Lemon

Servings: 6

Ingredients:

- 2 pounds radishes, halved
- 3 Tbsp butter, melted
- kosher salt and ground black pepper
- zest of 1 lemon
- 2 Tbsp chopped fresh tarragon

Directions:

1. Heat the oven to 375 F.

2. Pile the radish halves in the centre of a rimmed baking sheet. Drizzle with the butter and toss to coat. Sprinkle with kosher salt and pepper.

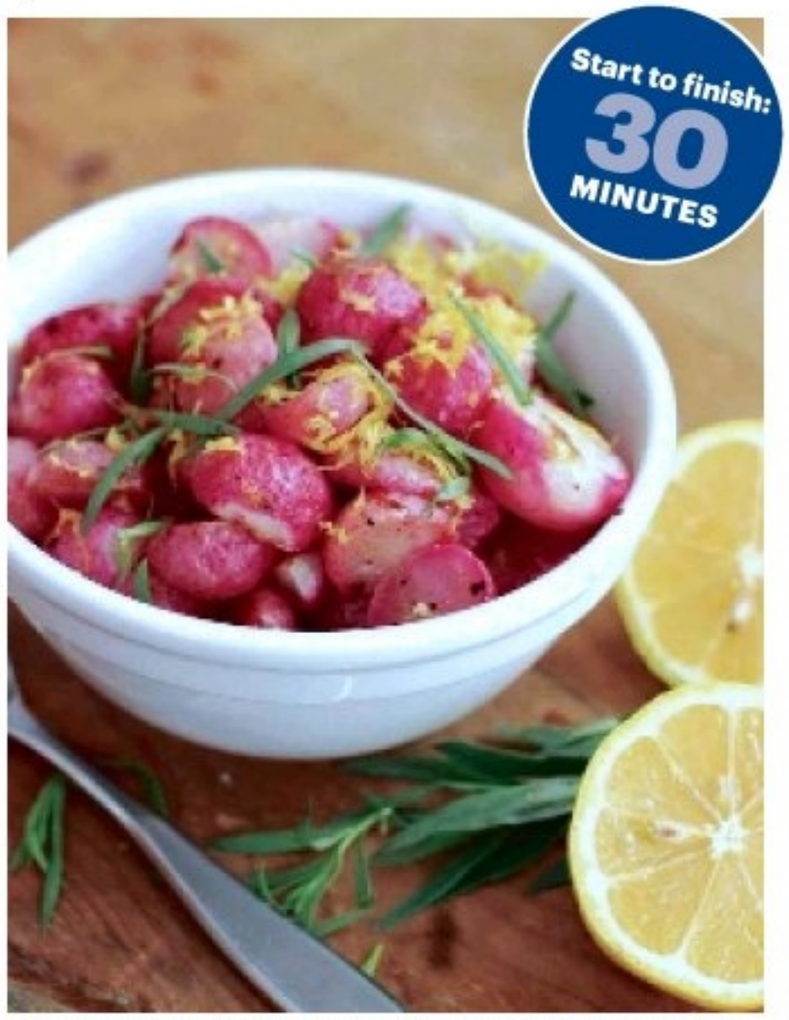
3. Roast for 20 minutes, or until tender and lightly browned.

4. Arrange on a platter, then sprinkle with the lemon zest and tarragon.

5. Serve warm or at room temperature.

Nutritional info per serving: 80 calories; 50 calories from fat (63 per cent of total calories); 6 g fat (3.5 g saturated; 0 g trans fats); 15 mg cholesterol; 220 mg sodium; 5 g carbohydrate; 2 g fibre; 3 g sugar; 1 g protein.

THE ASSOCIATED PRESS



Lemon zest and tarragon leaves add a surprising spring zing to Butter Roasted Radishes. THE ASSOCIATED PRESS

EASTER WINE

Chocolate bunny gets a sophisticated pairing

Easter is really the only time of the year I bite the bunny and purchase chocolate. And, I like to wash down my confections with a glass or two of vino.

When it comes to milk chocolate, something boozy or sweet or both make a great pairing. A tawny port or sweeter sherry share both qualities, while the nectar-like goodness of a dessert wine, like a French Sauternes, makes a decadent marriage.

For a more mainstream match try a white made with the Moscato grape and reds from Pinot Noir or old vines Zinfandel.

California's Meiomi 2013 Pinot Noir ($24.95 - $29.99) is a mouthful of rich, thick berry fruit with a creamy quality that not only charms chocolate, it's poultry and ham friendly, too if you can save any for Easter dinner. PETER ROCKWELL/ FOR METRO

Prices reflect the range across the country. Some products may not be available in all provinces.

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Your essential daily news
Dodge Challenger Earns 2016 TrueCar Pre-Owned Value Award

EV with a gas-fueled guardian angel

ROAD TESTED

REVIEW

New-gen Volt surprisingly simple to operate

Mike Goetz
For Metro Canada

The all-new Chevrolet Volt introduced for model-year 2016 is many kilometres better than its predecessor.

We can actually peg it to 20 kilometres better, as its potential all-electric kilometre range is now up to 80-ish, from 60-ish. Unlike other hybrids, the gas engine in the Volt is designed and designated as a "range extender" for the electric drivetrain. The gas engine is not directly engaged to the drive wheels. When the engine runs, it always turns a generator, which in turn sends electricity to the motor wheels directly, or to the battery, or both. In any scenario, the Volt is always being propelled by its electric motors.

It feels like Volt engineers went through much analysis and brain sweat, before deciding on the final size and power of the gas engine, battery pack, and electric motors, because each affects the other so much, and the resulting price point and electric performance of the eventual car.

Ultimately they came up with a 1.5-litre engine of "regular" sophistication that runs on regular gas, and an electric powertrain featuring an 18kWh battery pack with 192 cells, and two motors. The electric bits are considerably more powerful, and lighter, than their predecessors.

All this gives Volt noticeably more electric "jump" from a dead stop, and more electric range.

Combined with a body structure that is stronger and quieter, the combined effect is a Volt that is much more refined in feel and ride.

Volt can now seat five, instead of four, but the rear middle position is brutal. If you drew the short straw and end up there, you will be splaying your legs, to place one foot on either side of a tunnel, where part of the battery pack resides.

Up front it is decidedly better, with an all-new interface that does away with the previous car's irksome touchscreen.

Under electric mode the Volt is extremely quiet and quite powerful. The gas engine kicks in smoothly, but it doesn't add anything to the experience, acting as it is does on its own schedule, to keep supplying electrical juice. The main goodness of the Volt happens when it's operating in sole electric mode.

I had the Volt during a cold spell. I found myself constantly wondering how much of my limited electrical reserves to use for cabin heat, versus range. The combination of cold temps and lots of highway miles, meant my electric range for a full charge was nowhere near 80 kms.

But overall, the Volt is impressive. With its bigger EV range, many more drivers can go petroleum-free for commutes, and Volt still gives you the option of using it for longer trips — an easy and satisfying way to transition to EV culture.

THE CHECKLIST | 2016 CHEVROLET VOLT

THE BASICS

Type. Five-door, FWD, compact hatchback
Power. 1.5-litre I4 with twin electric motors (149 combined hp)
Transmissions. One-speed electric automatic
Base price (not including PDI & Freight). $40,090

COOL FEATURES

- When charging preference set to "home," Volt automatically adjusts to that setting, when GPS data determines you are "home."
- Charge port pluses blue.
- Selectable "Mountain Mode" will leave battery reserves untouched, so you could use them at a better or later time.

VOLT PHOTOS MIKE GOETZ/FOR METRO; ALL OTHERS HANDOUT

POINTS

- Qualifies for Green Car rebates in B.C., Ontario, and Quebec.
- All-new, second-generation format for 2016 has increased EV range (up to 80 km)
- New styling is sharp, but with less emphasis on broadcasting itself as an EV.

MARKET POSITION

- First EV on the market to feature a "range extender" gasoline engine.
- Unlike other EVs, could easily work as a family's sole vehicle and/or for long trips.
- Targeted to those who are love the idea of an EV, but are prone to range anxiety.

THE COMPETITION

Nissan Leaf
Base price: $32,698

BMW i3
Base price: $45,300

Tesla Model X
Base price: $TBA

SAFETY

U.S. puts the emergency brakes on

U.S. traffic safety authorities announced Thursday a voluntary deal with automakers to make automatic emergency braking a standard feature on new cars within the next seven years.

The commitment by 20 automakers, representing more than 99 per cent of the U.S. auto market, will make the safety technology a standard feature on cars and light trucks no later than late 2022, the National Highway Traffic Safety Administration (NHTSA) said.

It will become standard on heavier trucks three years later.

Automatic emergency braking (AEB) systems help prevent crashes or diminish their severity by applying the brakes for the driver.

Sensors including radar, cameras and lasers warn the driver of an impending crash, and the brakes engage when the driver fails to take sufficient and timely action to prevent it.

Automakers that agreed to the commitment are Audi, BMW, FCA US, Ford, General Motors, Honda, Hyundai, Jaguar Land Rover, Kia, Maserati, Mazda, Mercedes-Benz, Mitsubishi Motors, Nissan, Porsche, Subaru, Tesla Motors, Toyota, Volkswagen and Volvo Car USA.

"By proactively making emergency braking systems standard equipment on their vehicles, these 20 automakers will help prevent thousands of crashes and save lives," said U.S. Transportation Secretary Anthony Foxx in a statement.

"It's a win for safety and a win for consumers."

The head of the NHTSA, Mark Rosekind, sought to deflect criticism of the voluntary nature of the commitment, saying it would make AEB standard on new cars three years faster than a regulatory process. According to the Insurance Institute for Highway Safety, the accelerated process will prevent some 28,000 crashes and 12,000 injuries.

"A commitment of this magnitude is unprecedented, and it will bring more safety to more Americans sooner," Rosekind said.

In January, a group of consumer advocates petitioned the NHTSA to seek a mandatory AEB standard rather than a corporate pledge. AFP

Automatic emergency braking systems help prevent crashes or diminish their severity. SHUTTERSTOCK

metro SPORTS

Georgia's Dominique Wilkins and Doug Collins of Illinois State will be inducted into the National Collegiate Basketball Hall of Fame this fall

Sell out projected for Canada-Mexico

WORLD CUP QUALIFIER

Officials say less than 5,000 seats remain for big match

Cam Tucker
Metro | Vancouver

Atiba Hutchison and Canada won 1-0 over Honduras on Nov. 13 in front of just over 20,000 spectators at BC Place Stadium. DON MACKINNON/GETTY IMAGES

Canada's World Cup qualifier match with Mexico on Friday is projected to be a sellout at BC Place Stadium, said Peter Montopoli, general secretary for Canada Soccer, at a news conference Tuesday.

Montopoli announced that, so far, more than 50,000 tickets had been sold to Friday's match, with fewer than 5,000 tickets remaining. A capacity crowd at BC Place would make this game the "largest attended national team event on home soil in the history of our country," he said.

This match is the first in a critical home-and-home set between CONCACAF opponents Canada and Mexico, ranked 22nd in the world, in the fourth stage of FIFA 2018 World Cup Qualifying.

"It's monumental," Montopoli told Metro.

"To think we can get this to that level speaks volumes to we are a leading soccer nation, (and) the appetite for everybody to follow the sport and our men's team and women's team, as well."

The Canadian side is in a decent position heading into the match. They earned a 1-0 home win at BC Place over Honduras and a scoreless road draw with El Salvador in November.

They sit second in Group 1, with four points. They're two points back of Mexico for top spot. The top two teams in each of the three groups advance to the fifth round.

Friday's projected crowd size represents a massive increase from the one that took in the game versus Honduras.

Canada will host El Salvador in another qualifier later in the year.

A decision on where that game will be played hasn't been made yet, said Montopoli, but the possibility of another return to Vancouver is "certainly on the table."

This match, and the growing attendance figures in particular, could also play a key role in a potential bid to host the 2026 FIFA World Cup, which the Canadian Soccer Association is seriously considering, according to its president Victor Montagliani last November.

"Having attendance records of national teams for this sport of soccer versus any other sport speaks volumes when you're making a bid process," said Montopoli. "So we'll use it to our advantage, for sure."

TERROR IN BELGIUM

Brussels attacks put fear in football

Belgium's national soccer team called off a practice session in Brussels on Tuesday after the city was hit by what authorities are calling terror attacks.

"Our thoughts are with the victims. Football is not important today," the Belgian soccer federation wrote in a Twitter message. "Training cancelled."

Belgium will host Portugal in a friendly match next Tuesday at the King Baudouin Stadium in Brussels, where the practice was scheduled. The game is a warmup for this year's European Championship.

Belgium captain Vincent Kompany wrote on Twitter that he was "horrified and revolted" by the attacks.

"I wish for Brussels to act with dignity. We are all hurting, yet we must reject hate and its preachers. As hard as it may be," Kompany wrote.

Three explosions early Tuesday at the Brussels airport and the Maelbeek metro station near European Union offices have been called terror attacks by Belgian authorities.

One international soccer player was at the Zavantem airport where two explosions were reported. Norwich forward Dieumerci Mbokani, who is from Congo, was "unharmed but shaken by the tragic events," the English club said in a statement.

Mbokani was visiting family in Brussels, where he played for Anderlecht for two seasons until 2013. THE ASSOCIATED PRESS

10,000

Organizers announced last month that about 10,000 people had been privately hired for security for this Summer's European Championship in France.

TERROR IN BELGIUM

NBA icon Mutombo survives unscathed

NBA Hall of Famer Dikembe Mutombo was at the Brussels airport during a deadly terrorist attack early Tuesday.

Mutombo posted two messages on his Facebook page to let everyone know he was not injured. The Atlanta Hawks confirmed that he was in Belgium when the terrorists struck at both the airport and on a subway, killing at least 34 people and wounding scores.

Mutombo posted one photo showing people walking around outside the airport, accompanied by the message, "God is good. I am in Brussels Airport with this craziness. I am fine." He followed with a selfie and another message, "Thank you everyone. I am safe here. God is good."

THE ASSOCIATED PRESS

NHL

Canucks goal drought reaches 3-plus games

Dustin Byfuglien and Daniel Sedin vie for space in front of Ondrej Pavelec's net on Tuesday. GETTY IMAGES

Ondrej Pavelec recorded his first shutout of the season and Adam Lowry scored the only goal that was needed Tuesday night as the Winnipeg Jets beat the Vancouver Canucks 2-0.

Pavelec stopped all 28 Vancouver shots for his ninth victory of his injury-shortened season, while Vancouver's Jacob Markstrom made 47 saves in a losing cause.

Mark Scheifele added an empty-netter in the dying seconds of the game for his team-leading 24th of the season.

TUESDAY At MTS Centre

JETS	CANUCKS
2	0

Vancouver has now been shut out in its last three contests, having not scored a goal in 11 periods dating back to the first period of its March 16 matchup at home against the Colorado Avalanche.

Early in the third period Lowry found a net-side puck in traffic and quickly wrapped it around and banked it in off Markstrom's skate to make it 1-0 Winnipeg at the 2:30 mark.

Lowry's sixth of the season is the sophomore's second goal in his last five games, having gone without a goal in 17 games previous to that.

The Canucks asked for a video review on the goal, questioning whether there was goaltender interference, but the call on the ice stood.

THE CANADIAN PRESS

SPORTS AND POLITICS

New York state approves mixed martial arts

New York's Assembly voted 113-25 Tuesday to legalize mixed martial arts, clearing the way for fights late this year and expanding the combat sport into the last state to still prohibit it.

Gov. Andrew Cuomo supports legalizing the combination of wrestling, kickboxing and judo. But critics call MMA too violent and like football and boxing prone to causing concussions and head injuries. Advocates say it has evolved from rougher early days with more rules to protect fighters, who are trained professionals.

"What we seek to do is essentially take the sport out of the shadows in New York," said assemblyman Joseph Morelle, the lead sponsor before the bill was overwhelmingly approved in a big win for the UFC, the leading organizing body for MMA globally.

THE ASSOCIATED PRESS

Size matters little as Ty makes big strides

WHL

Giant by name, now Ronning's shown it's in his nature too

Cam Tucker
Metro | Vancouver

Ty Ronning had goals entering the 2015-16 Western Hockey League season. He scored plenty of them, too.

When the Vancouver Giants began their season in September, the five-foot-nine-inch tall Ronning wasn't recognized by NHL Central Scouting as one of its preliminary players to watch when the list was released at month's end. He was coming off an injury-plagued 2014-15 season, in which he scored once in 24 games.

Off the radar in early autumn, Ronning changed that throughout the course of his draft-eligible season.

He scored 31 times, which led the Giants. He finished third on the team with 59 points, and was one of the few bright spots on a Vancouver team that failed to reach the playoffs for the third time in four years. Ultimately, it was that lack of team success Ronning lamented.

> **When you're a smaller guy, you don't take time off.**
> Ty Ronning

"I really felt like our team … really could've pushed for playoffs," Ronning said in a phone interview.

On an individual scale, this was a breakthrough season for Ronning. By November, he was placed on Central Scouting's second list of players to watch, after erupting for 12 goals and 18 points in 23 games to begin the season.

When Giants teammate Tyler Benson couldn't participate in the CHL Top Prospects Game in Vancouver due to injury, Ronning was named to Team Cherry as his replacement.

That's the thing about opportunity. When it was presented to Ronning, he flourished.

"I knew I was capable of doing something like this season," he said.

At the advice of his agent, he'll take a few weeks off following this WHL season. However, Ronning admits that sitting around isn't his thing. He enters another important summer. He's not only preparing for next season, but the upcoming NHL draft as well.

"When you're a smaller guy, you don't take too much time off," he said.

Ty Ronning had 31 goals and 28 assists in 67 games with the Giants in 2015-16. BEN NELMS/GETTY IMAGES

NBA

Torrid Westbrook tears up Rockets

Russell Westbrook had 21 points, 15 assists and 13 rebounds to help the Thunder beat the Houston Rockets 111-107 on Tuesday night.

Westbrook has 15 triple-doubles this season and 34 in his career. It's the most triple-doubles by a player in a season since 1988-89, when Magic Johnson had 17 and Michael Jordan had 15.

It was also Westbrook's sixth triple-double in March. According to STATS, it's the most by a player in a calendar month since Jordan had seven in April 1989. Kevin Durant scored 23 points and Dion Waiters added 17 to help the Thunder win.

James Harden had 24 points, a career-high 16 assists and seven rebounds for the Rockets.

TUESDAY In OKC

111	107
THUNDER	ROCKETS

Houston led 99-97 when Westbrook took over. He found Steven Adams for a dunk on an inbounds pass, got a steal and a dunk, then made a long two-point jumper to give the Thunder a 103-99 lead.

Harden's three-pointer with 13.8 seconds to play cut Oklahoma City's lead to 108-107. Westbrook made two free throws at the other end with 3.5 seconds remaining to put the game out of reach.

THE ASSOCIATED PRESS

IN BRIEF

Hurt Norris blitzed by Jays

Tigers starter Daniel Norris exited because of tightness in his lower back after getting just one out and Toronto Blue Jays went on to beat Detroit 16-1 Tuesday.

Norris, competing for the final spot in the rotation, gave up three runs on three hits and two walks.

Troy Tulowitzki homered and drove in five runs. Darrell Ceciliani also homered for Toronto.

Toronto starter Drew Hutchison gave up one run in four innings.

THE ASSOCIATED PRESS

History in Havana for Rays

In a landmark game attended by presidents Barack Obama and Raul Castro, the Tampa Bay Rays beat the Cuban national team 4-1 Tuesday in the first visit by a major league team to the communist island since 1999.

James Loney homered and drove in three runs, and Matt Moore and the Tampa Bay pitchers shut out the Cubans until Rudy Reyes homered in the ninth. The near-capacity crowd roared earlier as Obama and Castro entered.

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RECIPE Vegetarian Tostados

PHOTO: MAYA VISNYEI

Ceri Marsh & Laura Keogh
For Metro Canada

Once you have the basics of this recipe down, feel free to freestyle the toppings with whatever you like (or, let's be honest, what's on hand).

Ready in
Prep time: 5 minutes
Cook time: 15 minutes

Ingredients
- 1 x 14 oz can black beans, rinsed
- 1/4 cup cilantro, roughly chopped
- 1/4 cup extra virgin olive oil, plus more for brushing
- 1 clove garlic, slicedy chopped
- cilantro plus 1/8 cup for garnish
- 1 lime, juiced
- pinch of salt
- 8 corn tortillas
- 1 ear of corn of fresh corn or 1 cup frozen
- 2 cups shredded iceberg lettuce
- 3/4 cup Monterey Jack cheese, grated
- 1/4 cup sour cream

Directions

1. Preheat the oven to 425. In a food processor, place beans, oil, lime juice, garlic, cilantro and salt. Blend until mixture reaches the consistency of hummus. Remove from processor and spoon into a small bowl.

2. Boil corn until cooked. Remove from water and allow to cool a few minutes. Cut kernels from ear. Place in a bowl. Place shredded lettuce, shaved cheese, chopped cilantro and sour cream in various small bowls.

3. Lightly brush each tortilla with olive oil on each side and bake in oven on a cookie sheet for about 7 minutes. Remove and serve immediately.

4. Place tortilla on plate and layer with black bean dip, lettuce, cheese and corn. Feel free to free style this dish with additional toppings like peppers, tomatoes and slices of avocado.

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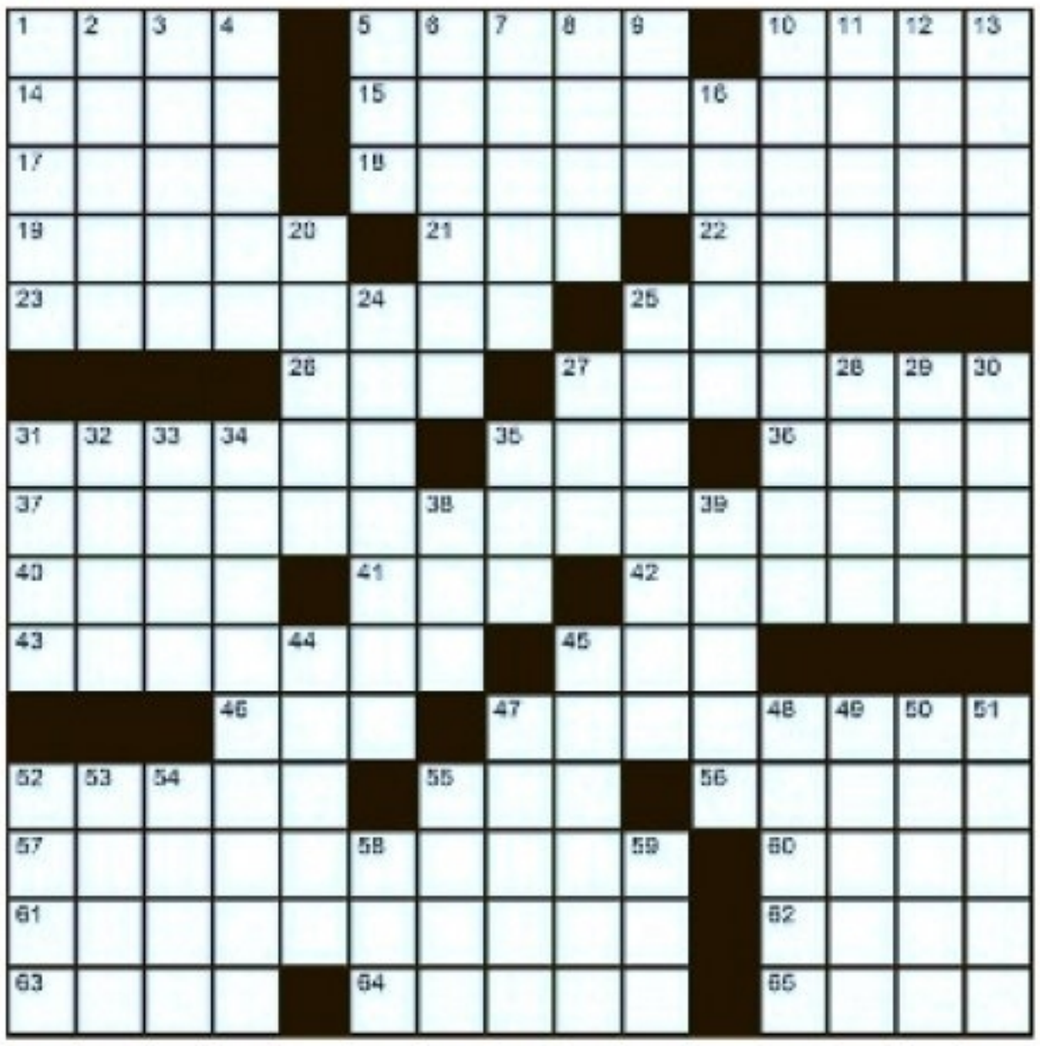
CROSSWORD Canada Across and Down

BY KELLY ANN BUCHANAN



ACROSS
1. Researcher's helper, briefly
5. Rover
10. Tina Turner's "Better Be Good __"
14. Ms. Buzzi of comedy
15. Destroyer
17. Beatles hit bit: "...goodbye and _ _ hello..."
18. Craft in Niagara-on-the-Lake in Ontario that's really 'grape'
19. Mitten part
21. _ rummy
22. Long-looking squares, briefly
23. Offshore oil platform in the Jeanne d'Arc Basin of Newfoundland's Grand Banks
25. Dharma's portrayer on "Dharma & Greg" ...her initials-sharers
26. "I got an '_' __ the exam!" (I'm smart!)
27. Electronics giant of Japan
31. Chanel No. 5, par exemple
35. Form of stage show in Japan
36. Car rental company
37. Acred attraction in Winnipeg: 2 wds.
40. Saint Lawrence, et al.
41. Have a _ to pick
42. Buys
43. High Renaissance painter of Sistine Madonna
45. French for 'me'
46. Compass point
47. BC: Scottish-born industrialist who had Victoria landmark Craigdarroch Castle built for his family, Robert _ (b.1825 - d.1889)
52. Mr. Sharif's
55. Beaver State [abbr.]
56. Fashion mag
57. Frozen layer of ground as in the Arctic
60. Dog breeds, e.g.
61. Vatican VIP's vehicle
62. Chill
63. Hans Christian Andersen creature
64. Gain admittance: 2 wds.
65. Roger of "Cheers"

DOWN
1. It has its pluses and minuses, briefly
2. Seaweed-wrapped appetizer
3. Baseball great Rusty
4. Herb variety
5. Novel
6. Dawn
7. 'Beatle' suffix
8. Toronto-born actor Mr. Young
9. Shadowy
10. Form: 2 wds.
11. Relating to the ear
12. State bordering Sask.
13. Work units
16. Doesn't disregard
20. Electric shavers name
24. Potential Juno Award winner
25. 'J' of LBJ
27. Parisian pronoun
28. John, Russia-style
29. Nest dweller
30. Questions
31. Henry VIII outliver Catherine
32. "Sole Survivor" band
33. Inviter's request
34. Seafood suppliers
35. Negative word
38. Cartoonist Mr. Keane
39. Church goer, e.g.
44. Type of tea from India
45. Morningtime mixture
47. Legal right
48. Grinding tooth
49. Hydro bill factor
50. Permeate
51. Romantic flowers
52. Night-and-Day and Cold-and-Hot, e.g.
53. Woof's counterpart
54. Harp, in Italy
55. Iron Maiden's "Be Quick __ Dead"
58. "House of Sand and _" (2003)
59. Commandments number

IT'S ALL IN THE STARS Your daily horoscope by Francis Drake

Aries March 21 - April 20
Today you will strive to find a balance in everything you do, especially with work or your health. From here on, things will get better. Factoid.

Taurus April 21 - May 21
After the Full Moon peaks this morning, you will feel more in control of your life. You also will feel a balance between fun plans and your ability to make them a reality.

Gemini May 22 - June 21
Relations with others will improve after the Full Moon peaks this morning. You feel better between loyalty to partners and your home and family.

Cancer June 22 - July 23
The tension of today's Full Moon will subside after it peaks this morning. You will see an improvement in all your communications with others — no question.

Leo July 24 - Aug. 23
Take it easy today to avoid accidents. However, your financial situation is looking better and better, isn't it? Good for you.

Virgo Aug. 24 - Sept. 23
Financial disputes will calm down after this morning. This is just one example of how you are starting to feel a balance between your home obligations and your personal freedom.

Libra Sept. 24 - Oct. 23
You will feel better after the Full Moon peaks this morning. You will also have a better direction and a better idea about your future plans.

Scorpio Oct. 24 - Nov. 22
Tension on the work front will relax after the Full Moon peaks this morning. Ultimately, you feel an increasing confidence in your financial future and your ability to earn money. Bravo!

Sagittarius Nov. 23 - Dec. 21
Difficulties with friends will subside after the Full Moon peaks this morning. In fact, your relations with everyone — especially authority figures — will move to a more solid footing.

Capricorn Dec. 22 - Jan. 20
You will feel calmer after the Full Moon peaks this morning. In fact, future travel plans or plans regarding further education look doable and even sensible. Yay!

Aquarius Jan. 21 - Feb. 19
Life will be easier after the Full Moon peaks this morning. You can breathe a sigh of relief because you see that you have the support of others, which is what you really wanted.

Pisces Feb. 20 - March 20
Financial tensions will diminish after the Full Moon peaks this morning. Your ambition to make a name for yourself looks much more doable. You have faith in your future!

CONCEPTIS SUDOKU by Dave Green

Every row, column and box contains 1-9

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	9						5	
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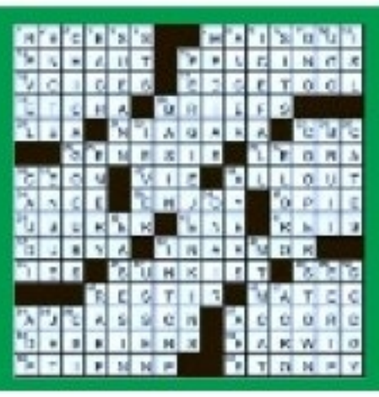

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Cars that make their own power

GREEN VEHICLE

The only emission from this car's tailpipe is water

Jil McIntosh

At the Vancouver International Auto Show, and perhaps on the city's streets, you'll find the newest thing in automobiles: the fuel cell electric vehicle (FCEV).

It's considered a "green" vehicle, since the only emission from its tailpipe is water. It's also rare. Currently, Hyundai offers a limited number of its Tucson FCEVs for lease in the Greater Vancouver Area. Honda offers the Clarity FCV, while Toyota has the Mirai, both of which are coming soon to select customers.

FCEVs are electric cars that make their own power, without the need to be plugged into a wall outlet. They manage this magic in their fuel cell stacks, which use hydrogen from an onboard tank, along with oxygen from the outside air. Unlike a gasoline-powered car, which uses combustion to make energy, an FCEV uses a chemical process.

Each fuel cell is made up of two electrodes with a thin, cellophane-like membrane between them. Several hundred of these are assembled together inside a metal box called the fuel cell stack. The cells are installed slightly apart so that hydrogen, air and coolant can flow between them. The hydrogen reacts with the oxygen to produce electricity and heat, with water as a by-product.

Filling a Toyota Mirai with hydrogen. CONTRIBUTED

The power goes to the vehicle's storage battery, just as it would if you plugged in an electric car, while the water drains out the tailpipe. That stored charge is used to run the vehicle's electric motor. Once the vehicle is started, it takes only a few seconds for the fuel cell to start producing electricity.

As with hybrids, FCEVs also use regenerative braking, which captures the kinetic energy created when the vehicle slows down, converts it to electricity, and stores it in the battery. Engineers call this "free energy," because it's power that's created without using any hydrogen. It isn't enough to run the vehicle on its own, but it adds to the available range.

FCEVs are viable vehicles, but they still have a long way to go before they become commonplace. They're expensive, since they don't yet have mass-production volume to bring down the price, although the provincial government helps with incentives on them. Their toughest challenge is refuelling infrastructure. Even though British Columbia has more hydrogen pumps than any other province, the network is still extremely limited.

Filling an FCEV is roughly similar to putting gasoline in a conventional car. Hyundai says it takes less than ten minutes to fuel up an empty Tucson FCEV, and a tank gives you a range of about 425 km.

Hydrogen production also needs to be as environmentally-friendly as possible, but isn't always done that way. It can be made by electrolysis, splitting water into hydrogen and oxygen, which is even better if the electricity used in the process is sustainably generated. But electrolysis currently isn't cost-effective, and most hydrogen is made more cheaply from natural gas or charcoal. Still, in an effort to reduce our carbon footprint, FCEVs may well be our automotive future.

BACKGROUND

- Hydrogen can also be burned in an engine, although it isn't as efficient. BMW tested 100 copies of its Hydrogen 7 prototype in 2006/2007.
- Fuel cells were first developed in the 1800s, and NASA used them in its 1960s space program.
- The cells have also been used in submarines, stationary power, and battery chargers.

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Why aren't self-driving cars here yet?

TAKE THE WHEEL

Technology in the works, but checkpoints need to be met

Jil McIntosh

The roads of tomorrow will be considerably different than those of today, with cars that can drive themselves. We've been hearing about them for quite a while now, so why are they taking so long?

Much of the issue isn't in the cars themselves, but in the various technologies that have to develop with them. Cars that can react to other vehicles are already here, but it's going to take far more before they can think for themselves.

Many cars already have cruise control that keeps a pre-set distance from vehicles ahead; lane departure mitigation that detects road lines and steers between them; and automatic emergency braking. Using these, some cars currently on the market can pilot themselves, although the law requires you to take over after a few seconds.

They're impressive, but can only do so much. They don't know to stop for red lights, and they can't function if road markings are worn or covered with snow.

Navigation systems will have to be far more accurate than they are now. "We need to know how many lines are on the road, how many lanes there are, and twenty-centimetre accuracy where an exit starts and where it ends," says Harold Goddijn, president and CEO of navigation company TomTom. "We need all that to give the computer in the car the information to accurately plan its next manoeuvre, and know where it is and where it's heading."

Cars will have to communicate with infrastructure, as well as with each other, a technology known as Vehicle to Vehicle (V2V). While fixed structures such as traffic lights will only send signals to cars close by, V2V allows cars to pass messages down the line. If there's a traffic issue, for example, the message could be relayed by each car in turn, warning those far away to select a different route.

Vehicles would also have to continually self-diagnose, and that includes the tires. A car that's braking itself has to know how much traction it has, or it could potentially slide past its intended stopping point. Pirelli is developing a "Cyber Tire" that can measure the grip it has and relay the information to the car's sensors to ensure that it slows and stops in time. It's just one of numerous technologies that will have to be in place before your car takes you to your destination all by itself.

Google's self-driving car is seen during a demonstration at the Google campus in Mountain View, Calif. The redefinition of "driver" is an important break for Google. TONY AVELAR/THE ASSOCIATED PRESS

DEVELOPING

Freightliner is currently testing a self-driving tractor-trailer that would allow drivers to take a break on long, straight highway stretches.

Since many people suffer from motion sickness, automakers are researching seat design, window size, and information screens to help prevent drivers from becoming carsick when they're sitting in self-driving cars.

Change your driving habits to reduce fuel consumption. ISTOCK

How to improve fuel economy

From hybrid technologies to electric cars, from lightweight materials to new engine developments, automakers are constantly trying to squeeze better fuel economy out of their vehicles. Not only do they have to meet government fuel efficiency and emissions standards, but it's an important factor for many consumers when they're shopping for vehicles as well.

But even if you're not in the market for something new, you can still make a dent in your fuel purchases. While we like to think of ourselves as good drivers, the reality is that almost all of us could get even better fuel efficiency, no matter what we drive, by changing some of our driving habits. Try these out and prepare to sail past the gas station more often than you do now.

Accelerate moderately
Your vehicle uses the most fuel when moving from a stop, and punching the throttle requires even more. Smooth acceleration uses less fuel and helps reduce wear and tear on vehicle components.

Vision is important
Always look ahead as far as you can, right to the horizon if possible.

You'll see stopped or turning vehicles well in advance, potentially giving you the opportunity to smoothly change lanes and go around them, rather than stopping and starting again.

Coast whenever you can
Rather than keep your foot on the throttle until it's time to brake for red lights, take it off and decelerate to the stop. It'll help make your brakes last longer, too.

Stay smooth on the throttle
If you're constantly on-the-gas, off-the-gas, on-the-gas when trying to maintain your speed, you're using a lot of that gas. You're also annoying your passengers!

Check your tire pressure
Underinflated tires don't roll as easily, and they use more fuel. Check them at least once a month, using the recommended pressure that you'll find on a label inside the door jamb or in your owner's manual.

Don't go by the number on the tire, which is the maximum pressure the tire can hold.

Un-junk the trunk
Don't carry more than you need. It takes extra fuel to move that extra weight around. If you're in a snowy area, clean off accumulation too.

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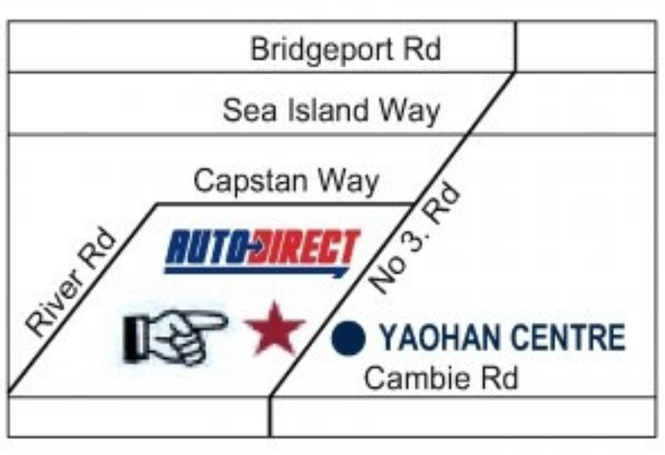

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Concept cars go on display

AUTO SHOW

See the future of design and function — and the ones that don't make it

Jil McIntosh

Acura's upcoming NSX supercar has a different powertrain than its original concept version. CONTRIBUTED

Even Rolls-Royce has made concepts, such as the all-electric 120EX of 2011. CONTRIBUTED

The 1955 Lincoln Futura was later transformed into the original Batmobile. CONTRIBUTED

Automakers are in the business of selling cars, but not every vehicle they make is destined for the showroom floor. Virtually all of them also build concept cars, which never go on sale but are invaluable in the process of creating new vehicles.

Some will be on display at the Vancouver International Auto Show, including the Buick Avenir, Infiniti Q60 sports coupe, and Nissan Rogue Warrior snow machine.

There are different types of concept vehicles, each based on what it's meant to do. If it's strictly for styling, it might not have an engine or driveline, and just be made of clay. These concepts provide an essential perspective that can't be reproduced with a pencil sketch or computer simulation. Designers need to see how the car looks from every angle and how light reflects off its surfaces, and only an actual model can show them.

Concepts can also be driveable, whether just enough for it to move around under its own power, or fully functional so that engineers can test new powertrain components or new technologies, or to wind- test the design for its aerodynamics.

While some concepts never get beyond the privacy of the company's walls, a great number of them make the rounds of the auto shows, where they can be used to judge the public's reaction to their styling.

Even if the entire design doesn't end up being used, you'll often find some of the concept's styling cues a couple of years later on the company's new models. Many concepts are outrageously wild, a trait they've had almost since the very first ones, but more recently you'll find a number of them that are very close to the production version and just need some tweaking before their designs head to the assembly line.

They're a vital part of the process, but since they're hand-built, they're also time-consuming and very expensive to make. New technologies such as 3D printers are used to form some of their components, but you're just as likely to see someone milling or carving their parts one at a time.

What eventually happens to concept cars depends on a number of factors. In their earliest days, off-duty ones were simply crushed, and today, some are dismantled and their parts used for other projects. Others go into storage or museums, while a few have ended up with high-profile collectors. And then there's the 1955 Lincoln Futura, possibly the world's most famous concept, a title it earned only after it was taken off the auto show circuit.

That's when car customizer George Barris took it into his shop and turned it into the original Batmobile, ensuring its place in history.

Maserati Quattroporte. MASERATI

Lincoln Continental. FORD MOTOR COMPANY

What makes a luxury car

LEATHER, WOOD INTERIORS

Premium vehicles traditionally introduce high-end features

Just about everyone loves luxury, and there's plenty of that to see at the Calgary International Auto & Truck Show. But just what defines a luxury vehicle?

In the earliest days of the automobile, cars were an expensive luxury, even if they were very plain. But as they became more reliable and prices came down, a market opened specifically for luxury cars. These usually had larger engines, fancier styling, and more opulent interiors, as compared to cheaper models.

That's often still the case, with vehicles such as the Maserati Quattroporte, with its jewel-like knurled control knobs and soft leather trim, or the all-new Lincoln Continental and its thirty-way power-adjustable seats. Luxury can also meet top-notch performance in vehicles like the Ferrari 488 GTB, with its 660-horsepower twin-turbo V8, or Lamborghini's Huracán Spyder, with its 10-cylinder engine.

But luxury isn't just about how much leather and wood can be added to a vehicle. Premium vehicles have traditionally introduced higher-end features, most of which initially start out as expensive add-ons, primarily because of their high development costs. As sales volume increased and the price came down, these features started to show up on less-expensive vehicles.

Such things that we take for granted on almost all cars, such as power windows or heated mirrors, were originally reserved for high-end vehicles, along with more recent features, including automatic climate control, navigation, heated seats, and heated steering wheels, which are found on many moderately-priced models.

The Calgary show includes cars from Rolls-Royce, considered the epitome of extravagance, as well as the Genesis G90, the first model from Hyundai's new Genesis luxury brand.

But if "full luxury" is a little too much for your wallet, look at some of the "midluxe" vehicles on display: Well-appointed models from mainstream manufacturers, such as the Toyota Avalon, Kia K900, or all-new Buick LaCrosse. There's something for everyone at the show.

JIL MCINTOSH

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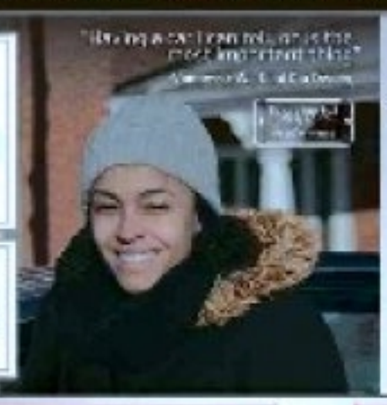

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It's all about the wheels. JIL MCINTOSH

A highly stylized Camaro. JIL MCINTOSH

Customized car show's first time in Canada

If you like customized cars, then don't miss the NOS Energy DUB Show Tour at the Vancouver International Auto Show. Although this tour regularly travels to shows across the United States, it's the very first time the event has come to Canada.

The tour was founded by the creators of DUB magazine, which has showcased some of the world's wildest cars, trucks and motorcycles since it was founded in 2000. These tricked-out vehicles, with their impressive wheels and performance mods, are as much about the lifestyle as they are about their aftermarket accessories.

So why customize a car? The earliest hot rods appeared not long after the Second World War, when soldiers returning from overseas took the wraps off the cars they'd left behind. It was tough to go back to a quiet lifestyle after what they'd been through, and many of them made a hobby out of dropping more powerful engines into their vehicles and going racing, especially on the famed Bonneville salt flats in Utah. It was a pastime that would never go away.

Altering the car's body became a popular trend in the 1950s and 1960s, which could be anything from taking off the door handles — a modification known as "shaving" them — to lowering or "chopping" the roof, lowering the body over the frame, and changing the lights or the shape of the fenders.

Today, just about anything goes, whether it's on a 1930s car or one right off the showroom floor. The auto aftermarket is huge, and fans can add oversized wheels, low-profile tires, lifted or lowered suspensions, and even hinge kits to turn regular doors into ones that open scissor-style. While taping and painting a car used to be the only way to change the colour, many people use vinyl wraps, which can also incorporate designs and logos. Customizers also modify their engines and exhaust to get exactly the performance and sound desired.

> **DUB is all about urban trendsetters, celebrity owners, music and lifestyle**

DUB is all about urban trendsetters, celebrity owners, music and lifestyle, and you can expect to see the latest in the automotive trends that could be coming to a car near you. JIL MCINTOSH

What to look for in a car

FINDING THE RIGHT FIT

It's common to overestimate the space needed in a vehicle

Jil McIntosh

If you're in the market for a new vehicle, the auto show is the best place to visit. Rather than drive from dealer to dealer to see them, they're all here under one roof.

You can't test-drive them, of course, and you'll need to do that before you make your ultimate decision. But the auto show gives you a chance to compare numerous models and narrow down the list of vehicles you'll later take for a drive at the dealership.

First of all, figure out your requirements, and equally important, what you don't need. Many drivers overestimate and end up with a larger or pricier model than necessary. Do you really take enough people that you need a three-row SUV? Or if you insist a pickup truck must be sized to hold the traditional 4-by-8 sheet of plywood, how often do you buy building materials?

Take a pen and paper to the show, and have your phone handy. You'll be looking at a lot of models and it's not easy to remember which one had the features you liked or didn't. Make notes and take photos of each one.

Get behind the wheel. With your shoulder blades touching the seat back, you should be able to reach the steering wheel without being too close to it, and push every pedal right to the floor. You should also have full visibility through all the windows, and the seatbelt shouldn't cut into your neck (most can be adjusted where they're attached to the side pillar). When you're in the proper driving position, you should be able to easily reach all the controls.

Think about what you take into your car, and if the front-seat storage space is adequate for it. The spot for your phone should be close to the charging port, while cupholders shouldn't be placed where your java will be in the way of reaching any switches.

Try getting in and out of all the seats. This is especially important if you have passengers with reduced mobility, since some door sills can be high and hard to step over. If you'll be carrying small children, be sure you can reach all the seatbelts to buckle them in.

Seat comfort is important, but it can also be tricky in the short time you'll be sitting in the vehicle. Cushy feels nice at first, but these seats may be too soft and can leave you with an achy back, even just after a short drive. Conversely, harder seats — typically the type you find in German vehicles — can provide the support needed to stay comfortable over long distances.

Open the trunk or liftgate. If you're short, be sure you can reach up for the hatch to close it. Check the "liftover" height, which is how far up over the bumper you have to hoist your grocery bags to put them in. If it's too high, it'll be a real chore. If the rear seats fold for more cargo space, are they easy to put up and down? Do they fall flat, or is there a ridge?

Finally, look at the trim lines to see what features you want. Some automakers offer "all-in" trim levels, while others let you add specific options or packages. And be cautious when comparing entry-level economy models. Some automakers leave air conditioning off the base trim to keep the advertised price down, and it may cost less to buy a higher-priced competitor equipped with it than to add air to the lower-cost one.

By doing all of the homework, you'll be ready to head to the dealership. CONTRIBUTED

The auto show allows for a thorough comparison between cars. CONTRIBUTED

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This weekend's event features the latest models of sports cars, luxury vehicles, and trucks and SUVs. CONTRIBUTED

The auto show is rolling in

IN THE DRIVER'S SEAT

Check out lots of makes and models before going to a dealer

Jil McIntosh

Whether you're shopping for a car, or want a fun day with the family, you'll want to visit the Vancouver International Auto Show.

Along with displays from every major automaker, and virtually every new car, SUV and light truck available on the market today, the show features a wide range of exhibits, daily themes and events, contests, and even an automotive hiring fair.

This is your chance to see what's new, with no sales pressure and with everything under one roof for comparison. If you're in the market for a vehicle, you'll want to sit behind the wheel, check the legroom in the rear seat, and peek in the trunk to see which ones are best for you. While you can't take them for a spin around the block, it's a great opportunity to see them up close, check out their interiors for comfort and practicality, and then come up with a test-drive list to take to local dealers afterwards.

You can pilot some fuel-free cars by visiting the Electric Vehicle Experience Test Drive, on the lower level by the "down" escalator. Show your driver's license and then take an EV for a 10-minute test drive (10 a.m. to 7 p.m. each day but Sunday, when it's 10 a.m. to 6 p.m.).

At the Thurlow entrance to the show, you can also sign up to drive Toyota and Lexus hybrid vehicles. In keeping with Vancouver's emphasis on the environment, the Automobile Journalists Association of Canada (AJAC) will announce the winners of its Canadian Green Car of the Year and Green Utility Vehicle of the Year Awards at the show, selecting from finalists Chevrolet Volt, Honda Civic and Hyundai Sonata Hybrid, and the Honda HR-V, Hyundai Tucson Fuel Cell Electric Vehicle, and Mazda CX-3.

And if you just want to have fun, there's a ton of stuff to do. You can get a haircut at Scion's booth, or get a souvenir photo at the BCIT Racing booth (you'll need a picture of that new 'do, after all). Drift around a Formula 1 track with virtual reality at the Drive Marketing booth, test your skill at slot racing, or vote for your favourite Ferrari for a chance to win a prize package.

Don't forget to charge your phone or bring your camera to snap shots of exotic supercars, iconic vehicles from the 1950s to the 1990s, customized DUB vehicles, and a tribute to James Bond's classic Aston Martin DB5, right down to all its gadgets. It's a show you won't want to miss.

A CAREER

Interested in an automotive career? Dealers are looking for everything from technicians and auto body specialists, to parts managers, receptionists, drivers and managers, and everything in between. The Automotive Hiring Fair runs Thursday, March 24 from 11 a.m. to 7 p.m. at the Vancouver Convention Centre West, Rooms 109-110. Admission to the hiring fair is free.

AUTO SHOW DETAILS

The Vancouver International Auto Show runs Wednesday, March 23 to Sunday, March 27 at the Vancouver Convention Centre West at 1055 Canada Place. Hours are 4 p.m. to 10 p.m. on Wednesday; from 10 a.m. to 10 p.m. Thursday through Saturday; and 10 a.m. to 8 p.m. on Sunday. Adult tickets are $16 through the week and $18 on the weekends. Seniors and students pay $12 weekdays/$13 weekend, while youths are $5/$6. Children 6 and under get in free. Family passes are $35 through the week and $40 on weekends. Save time by buying tickets in advance at VancouverInternationalAutoShow.com. BCAA members get a discount when buying online.

The show features Themed Show Days & Drive Ups, so mark your calendar:
Wednesday: "Exotic Takeover" supercars and luxury vehicles on Jack Poole Plaza from 1 p.m.
Thursday: RBC Day with 2-for-1 tickets for RBC cardholders (onsite sale only)
Friday and Saturday: PASMAG Tuner Battleground on Jack Poole Plaza from 9 a.m. to 8 p.m.
Sunday: Subaru Rally and Tuners on Jack Poole Plaza from 9 a.m. to 6 p.m.

Little ones can get bored quickly. Drop them at the Volkswagen Playcare Centre, located on the upper level. It's staffed by child care professionals and best of all, it's free. On Sunday, March 27, bring them to the show for chocolate Easter eggs, balloon animals, and face painting.

Your essential daily news | WEDNESDAY, MARCH 23, 2016

Vancouver metro

THE FAST AND THE CURIOUS

Vancouver International Auto Show • March 23-27 • Vancouver Convention Centre West

INSIDE: What's in store for concept cars, the evolution of luxury, and more

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